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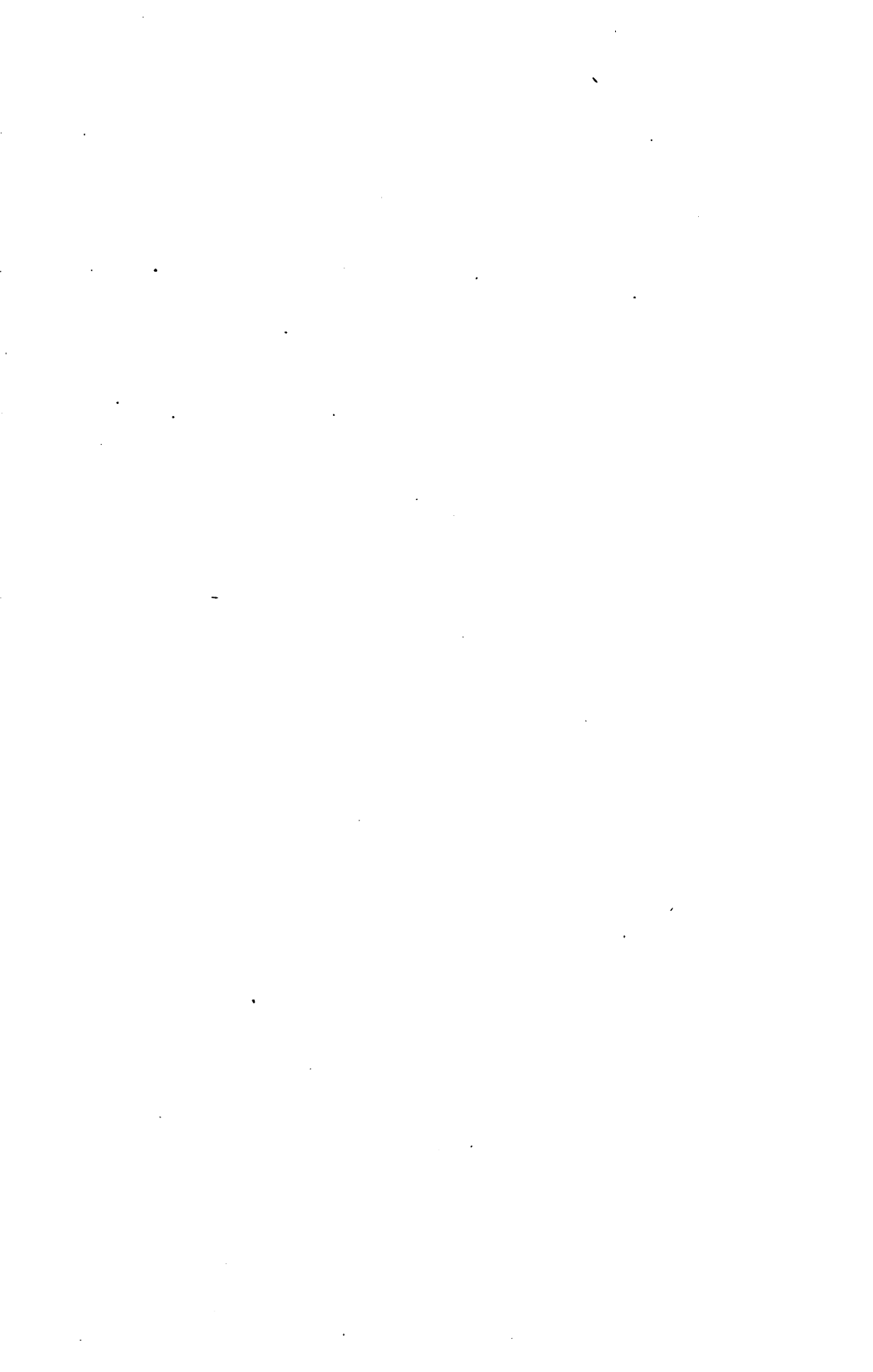
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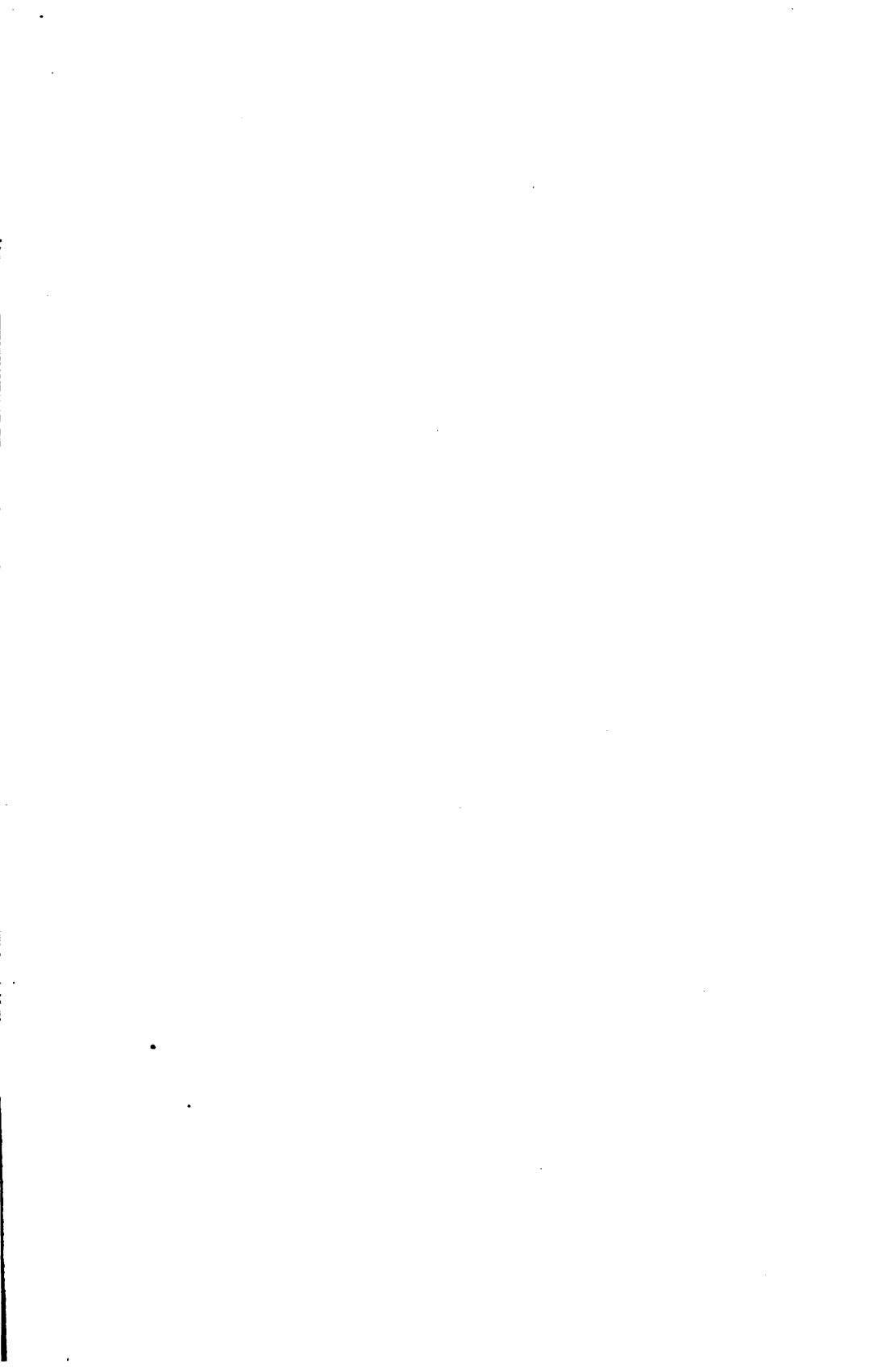
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**FROM THE
UNITED STATES GOVERNMENT**







ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

FOR THE FISCAL YEAR ENDED JUNE 30

1915



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1915

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TREASURY DEPARTMENT,
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TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, D. C., August 10, 1915.

SIR: As required by section 5 of the act of January 28, 1915, I have the honor to submit the following report of the operations of the Coast Guard for the fiscal year ended June 30, 1915, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

E. P. BERTHOLF,
Captain Commandant.

Hon. W. G. McADOO,
Secretary of the Treasury.

ADMINISTRATION.

Secretary of the Treasury, HON. WILLIAM G. MCADOO.

Assistant Secretary of the Treasury, HON. BYRON R. NEWTON.

Capt. Commandant, ELLSWORTH P. BERTHOLF.

MR. SUMNER I. KIMBALL, general superintendent.

MR. OLIVER H. MAXAM, chief of division of operations.

MR. HENRY L. GOSLING, assistant chief of division of operations.

MR. GEORGE H. SLAYBAUGH, chief of division of matériel.

MR. KENDALL J. MINOT, assistant chief of division of matériel.

Senior Capt. HOWARD EMERY, superintendent of construction and repair.

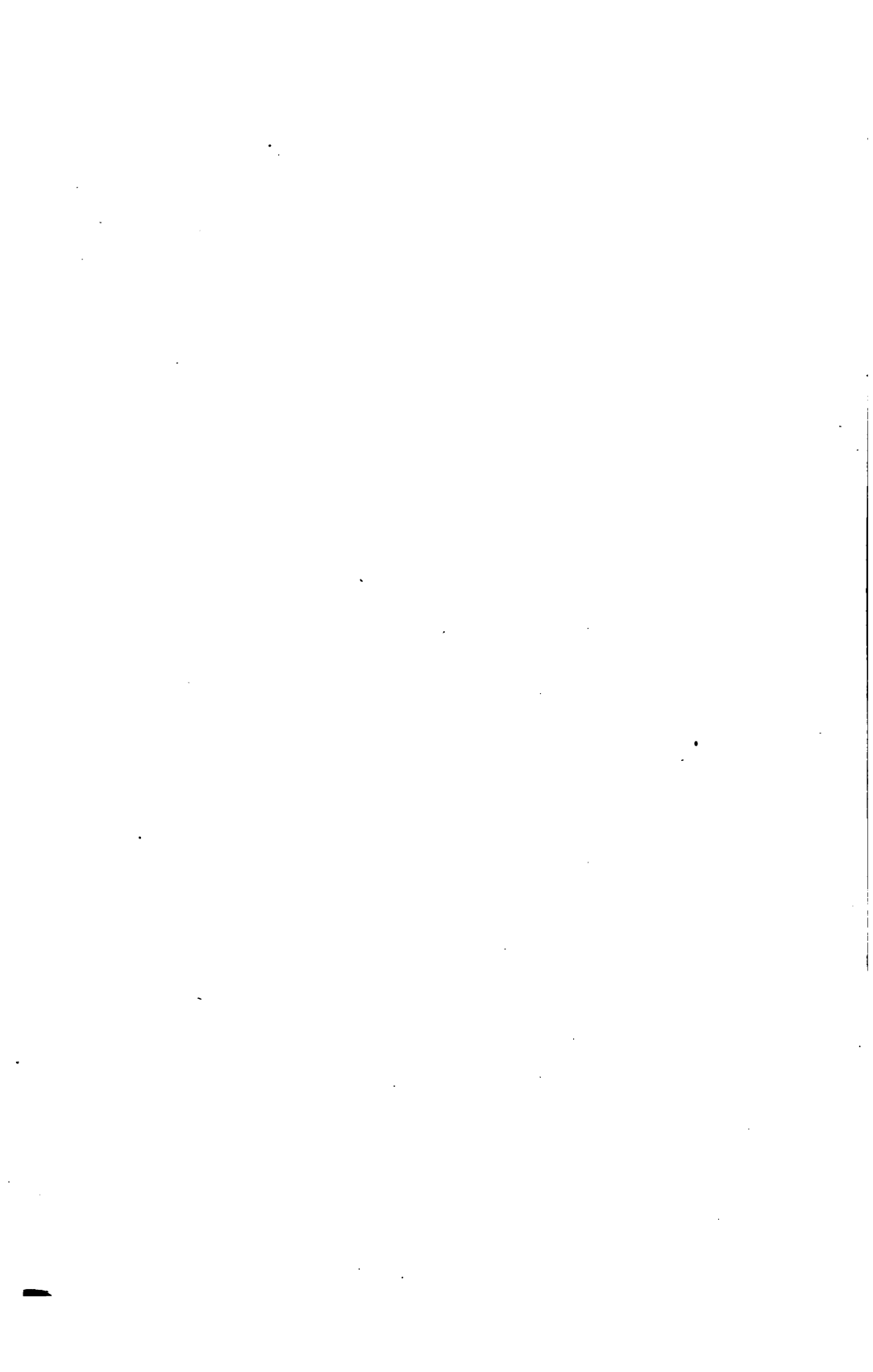
Engineer in Chief CHARLES A. MCALLISTER, engineer in chief.

Senior Capt. DANIEL P. FOLEY, inspector.

▼

**OPERATIONS OF THE UNITED STATES
COAST GUARD**

1915



OPERATIONS OF THE UNITED STATES COAST GUARD.

SUMMARY.

Lives saved or persons rescued from peril.....	1, 507
Persons on board vessels assisted.....	10, 952
Persons in distress cared for.....	813
Vessels boarded and papers examined.....	24, 817
Vessels seized or reported for violation of law.....	772
Fines and penalties incurred by vessels reported.....	\$220, 500. 00
Regattas and marine parades patrolled, in accordance with law.....	37
Vessels to which assistance was rendered.....	1, 504
Instances of miscellaneous assistance.....	556
Derelicts and obstructions to navigation removed or destroyed.....	26
Value of vessels assisted (including cargoes).....	\$10, 927, 730. 00
Value of derelicts recovered and delivered to owners.....	\$161, 000. 00
Appropriations for 1915, including repairs to cutters and establishing stations:	
Revenue-Cutter Service.....	\$2, 536, 716. 25
Life-Saving Service.....	2, 550, 525. 36
Total for Coast Guard.....	\$5, 089, 241. 61
Net expenditure for maintenance for 1915:	
Revenue-Cutter Service.....	\$2, 530, 371. 17
Life-Saving Service.....	2, 497, 381. 54
Total for Coast Guard.....	\$5, 027, 752. 71
Estimated unexpended balance:	
Revenue-Cutter Service.....	\$6, 345. 08
Life-Saving Service.....	53, 143. 82
Total for Coast Guard.....	\$59, 488. 90

A total of 1,507 persons was saved or rescued from peril, and on all the vessels to which assistance was given there was a total of 10,952 persons whose lives may or may not have been jeopardized, according to the subsequent circumstances attending each incident.

The total appraised value of the property saved or rescued from perilous situations during the fiscal year ending June 30, 1915, was \$11,088,730, while the total expenditure for the maintenance of this life-saving agency was \$5,027,752.71.

The foregoing summary represents the principal activities of the Revenue-Cutter Service and the Life-Saving Service as separate organizations from July 1, 1914, to January 28, 1915, the date of the passage of the Coast-Guard act, together with those of the Coast Guard from the date of its establishment to June 30, 1915. In comparing similar statistics covering the work accomplished by the two services while operating as separate organizations, it should be noted that where crews of life-saving stations and revenue cutters were cooperating in rescue work, there was unavoidably more or less duplication in the tabulated reports. The statistical account of the

work of the Coast Guard has been compiled on the plan adopted some years ago by the Revenue-Cutter Service, namely, separating instances of wreck and rescue work where no estimate of the money value of the assistance can be made from those of a determinate value, and including the former under the caption "Miscellaneous Assistance Rendered"; and in compiling this statistical account for the Life-Saving Service for the period from July 1, 1914, to January 28, 1915, the same plan has been followed. While, under this plan, the aggregate of rescue work appears to be of less magnitude in terms of money, it may be observed that the effective energies of the Coast Guard already have been found to measure up satisfactorily to the duties hitherto required of and accomplished by its constituent parts.

The equipment of the Coast Guard consists of 24 cruising cutters, 18 harbor cutters, and 279 coast stations. The activities of the cutters and stations during the year resulted in 1,507 lives saved from jeopardy, 1,504 instances of assistance whereby vessels and their cargoes, valued at \$11,088,730, were saved, and 556 cases of other services, which include instances where the assistance rendered could not be appraised or the aid given was not deemed of sufficient importance to be classified as "lives and property saved" and unsuccessful attempts at rescue.

In order to show just what vessels were given definite and appraisable assistance and the nature of the assistance rendered the record is set forth in chronological order on pages 143 to 221, and the names of the cutters or stations participating are stated.

It is impracticable to set out in detail all the miscellaneous services rendered through the agencies of the Coast Guard or to assign a definite value as representing the material benefits of such efforts, but the nature and number of these miscellaneous activities entitle them to conspicuous notice in the narrative of service operations during the year. They cover a wide and diversified range of action in the prevention and amelioration of all sorts of distressing conditions wherever found. Without attempting to catalogue the entire list, it includes warnings to vessels running into danger, medical and surgical aid to the sick and injured, recovery and burial of bodies cast up by the waters, extinguishing fires at wharves, dwellings, and business structures, and fighting forest fires; cooperating with local authorities in the maintenance of public order and apprehending thieves and other lawbreakers; preventing suicide; restoring lost children to their parents; recovering stolen property and salvaging miscellaneous articles from danger or destruction; acting as pilots in cases of emergency; furnishing food, water, and fuel to vessels in distress; protecting wrecked property, and furnishing transportation and assistance to other branches of the public service.

It is interesting to note that during the entire year there were but five days when at least one unit of the Coast Guard was not actively engaged in wreck or rescue work, and that the number of instances of rendering assistance averaged over 6 a day, while the maximum number in any one day was 36. As each of these instances represents an emergency requiring prompt action, the foregoing affords a fair illustration of the activity of the service and the state of preparedness in which it must be maintained. It also indicates that there is

PLATE I.



AID TO VESSELS IN DISTRESS.

Crew from Gloucester Coast Guard Station boarding wrecked schooner.

but little time when the Coast Guard is not actively occupied in duties of the highest importance—highest because it is in the interest of humanity and of the public welfare along the enormous stretch of our coast lines.

The various operations of the Coast Guard are set forth under the appropriate heads below.

ASSISTANCE TO VESSELS IN DISTRESS.

In addition to the patrols constantly maintained during the active season by the station crews along the shore and the regular cruising of the cutters offshore, the latter are charged with special watchfulness and activity during the stormy winter months on the Atlantic coast. Early in the fall of 1914 the following letter was sent to the President:

TREASURY DEPARTMENT,
Washington, November 3, 1914.

THE PRESIDENT,
The White House.

SIR: I have the honor to state that section 1536 of the Revised Statutes of the United States provides as follows:

"The President may, when the necessities of the service permit it, cause any suitable number of public vessels adapted to the purpose to cruise upon the coast in the season of severe weather and to afford such aid to distressed navigators as their circumstances may require; and such public vessels shall go to sea fully prepared to render such assistance."

In accordance with the provisions of this section, the custom has been to designate such vessels of the Revenue-Cutter Service (Coast Guard) as are stationed upon the dangerous coasts of the United States to perform special winter cruising.

I therefore recommend that the following-named vessels of that service be designated to perform the duties above mentioned during the coming season: *Woodbury, Androscoggin, Gresham, Acushnet, Mohawk, Onondaga, Apache, Pamlico, Seminole, Itasca, and Yamacraw.*

Respectfully,

W. G. McADOO, *Secretary.*

Approved:
WOODROW WILSON,
(Nov. 5, 1914.)

In accordance with the above authority the cutters named were given detailed orders which established during the months of December, January, February, and March a practically continuous patrol of the Atlantic coast from Eastport, Me., to Cape Caniaveral, on the coast of Florida.

The orders sent to each of these winter-cruising vessels were of the same tenor as the following:

TREASURY DEPARTMENT,
Washington, November 16, 1914.

COMMANDING OFFICER COAST GUARD CUTTER "GRESHAM,"
Boston, Mass.

SIR: The President having designated the *Gresham* to cruise under the provisions of section 1536, Revised Statutes, and to afford such aid to distressed navigators as their circumstances may require, you are directed to put your command in readiness and proceed to sea on this important duty on December 1 next. You will actively cruise your ship from this date until April 1, 1915.

2. In order that you may be able to extend relief to the crews of vessels in distress, the *Gresham* should be provided with provisions, water, and fuel in such quantities as can be conveniently stowed.

3. Having duly prepared your command for the work contemplated by these orders, you are directed to cover a cruising district extending from Portsmouth,

N. H., southward to Nantucket Shoals Lightship and westward to Block Island, including the waters of Nantucket and Vineyard Sounds, making a harbor when stress of weather, want of fuel, provisions, or other good reasons require, keeping at all times a vigilant lookout for vessels in need of assistance.

4. It is expected that you will cover your cruising district in the most effective manner, and extend such aid to those in need as it may be in your power to render. You will make arrangements before the beginning of winter cruising with stations along the coast for the transmission to you by telegraph or otherwise of such information regarding wrecks, vessels in distress, etc., as may enable you the more expeditiously to carry out the intent of these instructions. You will communicate the nature of these arrangements, as soon as made, to the department.

5. There will be strict compliance with the requirements of articles 146-161, inclusive, of the regulations, to which your attention is especially called.

6. From the first port entered after having rendered assistance of any kind, you will submit a report to the department upon the usual form (2015), giving such particulars as will show fully the service performed. The details shall be made clear and comprehensive.

7. You will be careful to enforce the customs and navigation laws throughout your cruising district by causing vessels fallen in with to be boarded and examined. Ample boarding lists will furnish evidence of the proper performance of this duty. You will confer with all chief officers of the customs at such ports as you may visit, with a view to the correction of infractions of law, and keep these officers informed as far as possible of your movements so that they may speedily communicate with you at all times relative to the work of your command and enable you to execute any particular duty with certainty and dispatch.

8. The movements of your command will be reported to the department in accordance with instructions set forth in article 996, Regulations, Revenue-Cutter Service. If a stay in port or at an anchorage is of 24 hours' duration or over, this fact will be reported at once to the department by mail at the end of each 24-hour period in port or at an anchorage, stating the reasons for such stay.

9. Should you gain information of the presence of derelicts or wrecks within your cruising district in the path of commerce, whether within or without the navigable waters of the United States, you will act in accordance with the instructions set forth in department General Order No. 24. In this connection your attention is called to article 148, paragraph 6, of the regulations.

10. You will, as far as practicable, keep in close touch with vessels of the service on adjacent stations and with available shore stations by means of radio, to the end that you may take prompt advantage of such means in the effective discharge of your duties.

11. You will inform the officers of your command that no leaves of absence will be granted during the winter cruising period except in urgent cases.

12. The successful accomplishment of the objects herein indicated will require on your part constant and energetic direction and, therefore, besides attending to the usual duties of your station you are given full latitude to respond in all cases where you may be useful in aiding distressed mariners or otherwise in the performance of your duties. It is expected that you will devote your time and best energies to the faithful discharge of your obligations as imposed by law and regulations, and that you will leave no effort untried to make for your command an enviable record. The department will regard with interest the progress of your work, and will be gratified to hear of any special or important service rendered by your command.

13. At the expiration of the winter cruising period you will submit to the department a detailed report of the work performed by your command from December 1 to April 1. This report will embrace only the performance and results of your winter cruising and should not contain recommendations as to ship or personnel.

Respectfully,

BYRON R. NEWTON,
Assistant Secretary.

A description of the work of the cutters and stations in relieving distress forms an interesting series of marine mishaps. These are extended over all the coasts of the United States where Coast Guard

stations are located, and the various waters, local and territorial, where cutters are stationed. The entire Atlantic coast from Maine to Texas, the coast of Porto Rico, the waters of the Great Lakes, the Pacific coast, and the waters of the Hawaiian Islands and Alaska are all included in the reports herein detailed and the summaries. In the following will be found brief mention of some of the most important and interesting incidents of the year:

Steamer Sable I.—At 2.45 p. m. July 28, 1914, a radiogram was received by the *Seneca*, at that time off Cape Race, Newfoundland, from the British steamer *Sable I* stating that she was disabled 10 miles W. $\frac{1}{2}$ N. of Cape Race and requesting assistance. At 4 p. m. the *Seneca* came up with the disabled steamer and sent an officer aboard to ascertain conditions. Her engine was found to be totally disabled, and, as it was out of the question to make sufficient repairs to reach port, her master requested a tow to Halifax, Nova Scotia. Accordingly the *Seneca's* 10-inch hawser was run to the steamer's port bow and at 5 p. m. the cutter started with the *Sable I* in tow. The weather continued favorable and good progress was made on the 29th and 30th and the steamer was turned over to the tug *Togo* off Georges Island, Halifax, Nova Scotia, after being towed 486 miles. The *Sable I* was a new steamer, valued at \$100,000, and had a \$20,000 cargo aboard, consigned from Glasgow, Scotland, to Halifax, Nova Scotia.

Steamer Bay State.—On August 7, 1914, the steamer *Bay State*, with a crew of 104 men and 250 passengers on board, went ashore in a dense fog in a very exposed position on Portland Head. The cutter *Woodbury* went immediately to her assistance and was the first vessel to offer aid. A 7-inch line was run to the port quarter of the disabled vessel and the *Woodbury* started pulling. At 8.25 a. m. the steamer floated, let go the line, and proceeded up the harbor under convoy of the cutter.

Schooner C. S. Holmes.—While cruising in the Arctic the cutter *Bear* found the American schooner *C. S. Holmes* aground on a shoal near Wainwright Inlet, Alaska. A line was run to the stranded vessel, but was parted by drift ice. The ice became so thick in the vicinity that the cutter had to withdraw until August 15, 1914, when she returned to the stranded vessel, ran out a kedge anchor, whereby the master of the *Holmes* was enabled to kedge his vessel off into deep water. The four passengers on board the schooner were taken off by the *Bear* and landed at their destination.

Schooner Emily P. Wright.—On the morning of August 27, 1914, a man appeared at the Brazos Coast Guard Station, Tex., and announced himself as one of the crew of 11 men of the schooner *Emily P. Wright*, which had been wrecked on the Mexican coast, 140 miles south of the station, on the 23d. It appears that he and other members of the schooner's crew, reaching shore in a small boat and upon pieces of wreckage, had struck out up the beach in the hope of finding succor. He himself, of greater endurance than the others, had gone on ahead of the shipwrecked party to find help, leaving his shipmates, weak from hunger, to follow after as best they might. The Coast Guard crew promptly launched their surfboat and set out down the coast. Seven miles below their station they picked up two of the sailors. Continuing on southward they found and took

on board other members of the schooner's crew at different places, until all hands but the master had been accounted for. All of those now in the care of the station crew were of the opinion that their captain—an old man—had perished, as he had given out, apparently, not over 40 miles from the place where the vessel was lost. The men thus far picked up were in a pitiable condition, having been five days without food. Moreover, all were ill, and some were naked. They were therefore hurried back to the station, where medicine, food, and clothing could be obtained, and the coast guardsmen continued the search for the master. They found him on the Mexican coast, 35 miles from the Brazos station. He was entirely helpless, and the rescuing party of four—part of the crew having left the boat and taken to the beach 25 miles to the northward—were compelled to carry him nearly every foot of the distance to the place where they had come ashore. They returned to their station at 6 p. m., having been engaged upon their errand of rescue fully 16 hours. By September 3 the 11 men composing the shipwrecked crew were so far on the road to recovery that the station keeper took them to Brownsville and arranged for their transportation to Galveston.

Flatboat.—Shortly after 11 a. m., August 29, 1914, the lookout of the Louisville, Ky., station sighted a flatboat that had swamped just below the cross dam of the falls of the Ohio. Members of the station crew covered the half mile or more to the scene of the accident in seven minutes and took three men—all that were aboard the flat—from rocks protruding above the swift current. The boat in the case was destroyed in the turmoil of the rock-studded water. That the occupants also were not lost was due entirely to the early appearance of the Coast Guard crew on the scene of the casualty.

Steamer City of Chicago.—When within 5 miles of the end of her run in the early morning of September 1, 1914, the 1,439-ton passenger steamer *City of Chicago*, bound from St. Joseph, Mich., to Chicago, with 94 passengers, a crew of 56, and a full cargo of fruit, was discovered by her master to be on fire amidships. To avoid panic no alarm was sounded, and the presence of the fire was kept secret on board until the master was able to lay his vessel, head-on, upon the breakwater protecting Chicago Harbor. As the steamer rested upon the barrier referred to she lay within a few feet of the old Chicago Coast Guard Station. The station lookout had observed smoke issuing from her before she struck, and keeper and crew lost no time in beginning the work of extinguishing the blaze. The women and children on board were carried down ladders set against the steamer's side. With everybody safely landed, the Coast Guard crew devoted their entire attention to subduing the fire, and succeeded, with the help of a fire tug, in putting it out after three hours' effort. The flames extinguished, the station crew spent the remainder of the day running lines, carrying the steamer's officers and owners to and fro, and in performing other service incident to the work of getting her off. At 1 a. m. of the 2d fire again broke out below deck. This the station crew put out unassisted. The vessel was finally hauled off and taken to a slip.

Three sailboats.—About 9 o'clock in the morning, September 8, 1914, the keeper of the City Point, Mass., station received word that the catboat *Dawdle* was somewhere offshore with a man and six boys



TYPICAL POWER LIFEBOAT.

Crew of the Chicago Coast Guard Station returning from a rescue.

on board. As the sea was rough at the time, the crew of the station named put off in the service steamer *Relief* in search of the boat. They found her 7 miles south-southeast of their station, near Princess Head, with her rudder broken. She had been out all night in a gale. When the Coast Guard crew overhauled her the boys were in a frenzy of fright. They were transferred to the *Relief*, and the boat was taken in tow. While they were on their way back to the station the service crew sighted a boat ashore on Long Island, with an ensign in her rigging, union down. Going alongside, they found her to be the catboat *Mizpah*, with 10 persons on board. After much difficulty, they succeeded in placing a sling around her bottom and pulling her off. Resuming their way shoreward with the two boats in tow, they came across still a third vessel, an unnamed sloop, ashore. Complying with the request of her master for assistance, they hauled her off into deep water. She also was placed in tow of the *Relief*, and all three boats, with the 18 persons found aboard of them, were carried safe into harbor.

Tug Lorma.—On the evening of October 23, 1914, the tug *Lorma* carried 11 men offshore from Milwaukee to their work upon a steel waterworks crib. During the night a gale arose and created a very rough sea. Fearing for the safety of the workmen, the contractor having the construction of the intake in charge appealed to the master of a tug to go out and bring them in. The request was refused. He thereupon turned to the crew of the Milwaukee Coast Guard station, and with better success. Owing to a tremendous sea and a strong undertow around the crib, it was impossible to hold the service boat alongside long enough to take the men off. The keeper therefore ordered a surfman to remove his storm clothing and prepare to jump on signal. Then the power boat was run full speed close under the side of the crib, and as she shot past the ladder hanging down from the structure the surfman leaped for and caught it and scrambled up to the top. It required only a few moments thereafter to heave a line from the boat into the hands of the surfman. A sufficient number of life belts to go around were then sent upon the line to the crib. The power boat was now backed away from the crib a distance of 25 yards. When all was ready a man, with a belt upon him and the line about his body, leaped into the water and was hauled into the boat. This performance was repeated until all hands, including the surfman, were safe off the crib.

Steamer Hanalei.—On November 23, 1914, during the prevalence of a fog, this steamer, bound from Eureka to San Francisco, Cal., with a cargo of lumber and general merchandise, got off her course and ran into a reef off Point Bolinas, 14 miles north of the Golden Gate. She carried a crew of 30 and 36 passengers, 14 of whom were women and children. She lay upon the reef in the heavy fog from noon of the 23d until about 4 a. m. of the 24th, when she broke up. Twenty-three of those on board—10 members of the crew and 13 passengers—lost their lives, either being drowned, suffocated by oil liberated from the vessel's fuel tanks, or killed by floating wreckage. Thirty persons were rescued by the crew of the Golden Gate Coast Guard station, working from the shore, and 13 by the Point Bonita Coast Guard crew and the crew of the Coast Guard cutter *McCulloch*, operating from outside. It is doubtful if in the annals of shipwreck any was ever before reported as having occurred within

the scope of the Coast Guard establishment which was attended by so many dramatic incidents and spectacular features, or one where those whose lives were in peril were subjected to so long a period of mental distress while waiting for their vessel to break up under them or compelled to face a more terrifying ordeal after that event took place. There certainly could not be a shipwreck in which the individual examples of heroism, self-sacrifice, and humanitarian service on the part of the rescuers could be more numerous or more praiseworthy.

One of the keepers at San Francisco transported the truck and beach gear from Sausalito to the scene of the wreck—a distance of 60 miles over one of the roughest and narrowest highways in the State of California—at night in order to make an attempt to rescue the people from shore. The vessel finally broke up and the shipwrecked people were thrown into the water. Many of them grasped disintegrated parts of the vessel, and from this predicament were rescued by the Coast Guard men. In some instances the rescuers joined hands and formed a living chain in their efforts to reach the victims. Nearly all of those who met death in the water were killed by inhaling the floating oil into their lungs. Those saved from the catastrophe were taken on board the *McCulloch* and given first-aid treatment by the officers and men on board. They were carried to the cabin and stripped and their noses and throats freed from oil and their limbs chafed. Stimulants were also administered, and those in need of further restorative treatment were subjected to artificial respiration. On entering the Golden Gate the harbor cutter placed on board several surgeons and nurses of the Public Health Service, who took charge of the patients. Taken altogether, this was the most thrilling wreck encountered by the Coast Guard during the entire year. (See special report, p. 118.)

Schooner Thomas W. H. White.—On November 28, 1914, the master of the schooner *Thomas W. H. White* reported to the *Acushnet* that his vessel had grounded on the west end of L'Hommedieu Shoal, and as she was in danger of being wrecked in case of bad weather he requested the assistance of the cutter. The *Acushnet* went to her assistance immediately and ran a 9-inch hawser to her starboard bow, and the line was taken through the hawse pipe to the foremast. She pulled on her from 12.50 to 1.30 without effect on account of the tide. At 8 o'clock in the evening she again pulled on the vessel without moving her. They thereupon investigated and found shoal water forward and a 12-foot lump near the main rigging. The following morning the *Acushnet* again pulled on the schooner and succeeded in floating her undamaged at 8.10 a. m.

Schooner Luella Nickerson.—One of the most daring rescues of recent years to the credit of the corps was performed on December 7, 1914, when the crew of the Point Judith, R. I., station took two men off the Point Judith breakwater, after their vessel had been dashed to pieces against that structure during the progress of a storm of hurricane violence. It appears that the vessel in question—a 26-ton schooner, named the *Luella Nickerson*—dragged her anchors during the night of the 6th, and went on the breakwater shortly after daylight of the 7th. Fortunately, the two men aboard of her succeeded in escaping unhurt to the wall, there to find refuge upon a

lantern post standing upon the wall's extreme outer end, a full mile from the land, where they remained for more than an hour, exposed to the uninterrupted sweep of a fierce biting wind, and constantly drenched by the icy spray of the seas. The service crew mentioned, their surfboat equipped with anchors and lines, got away to the rescue about 8.30 a. m. Working their way cautiously to within 300 or 400 feet of the wall, they put out two anchors and payed out a hawser until they were within 40 feet of the imperiled men. From this position, exposed to disaster from the wreckage of the schooner threshing about in the backwash of the breakwater, a heaving line was thrown. The first effort with the line failed entirely. On the second throw the heaving stick caught in a crevice of the rocks and the boatmen could not dislodge it. One of the men on the wall now slid down between seas, made a dash for the line, secured it, and carried it back up the post. Instead of tying it about his body, however, he lashed himself fast again. The station keeper, in the boat, endeavored to make the men understand by signals what was expected of them. The man who had the line failed to comprehend, however, and let it drop to the wall. Finally, after the keeper had given them an ocular demonstration of the proper use of the line by tying it around the bodies of two of his oarsmen they understood and did as directed. Then, at a favorable moment, both men, fast to the line, left the post, picked their way down the lee slope of the wall, and cast themselves into the water. It was but the work of a moment or two to haul them into the surfboat. Now, came the problem of raising the anchor and getting out of the dangerous locality of the wall. Up to this time the entire crew had pulled constantly at their oars to keep the boat from being swamped. Unable to get ashore in the sea that prevailed, it became a question of keeping afloat. For five hours they held their boat under the breakwater, not daring to leave its small protection from wind and sea. About 2 o'clock in the afternoon the torpedo boat *Morris* was sighted coming into the harbor. Seeing the surfboat, she bore down upon it, got a line aboard by the exercise of good seamanship, and towed the boat inshore. The weather continued so bad that the coast guardsmen, unable to make a landing, remained on the torpedo boat overnight.

Schooner Mary W. Bowen.—On December 10, 1914, the *Itasca* received word that the schooner *Mary W. Bowen* was in distress at anchor 36 miles NE. $\frac{1}{2}$ E. from Cape Charles Light Vessel. The cutter steamed for the vessel, and at 11.50 p. m. found the five-masted schooner at anchor riding out a gale. It appears that in trying to get up the anchors the windlass engine became disabled and that the small crew could not handle the same. The *Itasca* anchored for the night and at daylight ran a 9-inch line to the vessel and sent on board a warrant officer and 14 men, who succeeded after great difficulty in securing the anchors and chain. The vessel was then towed to the entrance of Chesapeake Bay and turned over to a tug.

Schooner Spartel.—At 4.30 p. m. December 16, 1914, the *Gresham*, anchored in Vineyard Haven, received word by radio that the schooner *Spartel* was in distress off the Pamet River Coast Guard station, and that the crew of that station had gone to her assistance. The *Gresham* immediately started for the scene, and at 10.10 p. m.

anchored ahead of the schooner, which was coal laden and leaking badly. The Pamet River crew ran the cutter's 8-inch hawser to the distressed vessel and manned her pumps. The schooner got her anchor, and at 11.10 the *Gresham* got under way with the schooner in tow for Provincetown, where she anchored her at 7 the next morning. The crew of the vessel found it necessary to keep the pumps going during the entire trip. But for the *Gresham's* arrival the master of the *Spartel* would have had to beach her, and on that exposed shore she would have undoubtedly been a total loss.

Schooner Irene E. Meservey.—At 8.15 a. m. December 17, 1914, while anchored at Provincetown, the *Gresham* received word that an unknown schooner was flying a signal of distress 5 miles northeast of the Nauset Coast Guard station. The cutter got under way and stood for the scene, where she arrived at 11.50. She found the schooner *Irene E. Meservey* had become unmanageable on the 16th instant, but her master had succeeded in working her in close to the Nauset station, which had sent the call for the *Gresham*. The station surfboat took an 8-inch line from the *Gresham* and put it aboard the schooner, which then got her anchor, and at 12.45 the cutter got under way with the schooner in tow for Provincetown, where, at 6.50 p. m., the schooner was anchored in safety.

Steamer Camino.—On January 20, 1915, the American steamer *Camino*, loaded with food supplies for the Belgian Relief Committee, became disabled at sea and was being towed to Halifax by the Canadian Government steamer *Lady Laurier* and the British steamer *Kanawha*, and expecting bad weather a radio call for assistance was sent to the Coast Guard cutter *Androscoggin*, which was cruising in the vicinity carrying aid to American fishermen. The *Kanawha* was ahead towing and the *Lady Laurier* was acting as a rudder. The steel hawser of the *Kanawha* parted during a squall and the master of the *Camino* then requested the *Androscoggin* to run him a line, the cutter having reached the scene in the meantime. A 10-inch manila hawser was accordingly put on board the disabled vessel and she was towed until 7 p. m. on the 23d, when the *Androscoggin* became unmanageable, owing to the heavy weather, and the hawser had to be cast off. The *Kanawha* then ran a hawser, and on the 25th, during a severe snowstorm, this also parted. The *Androscoggin* stood by the *Camino* until the morning of the 26th, when tugs from Halifax came out and towed her into that harbor. The whole affair was a continuous struggle against adverse conditions, gales, weather, and seas. Several men were injured on board the steamer, whereupon the surfboat from the *Androscoggin* was lowered in a heavy sea and the injured men taken from the *Camino* when she was rolling bulwarks under every few minutes. These were given medical treatment on board the cutter.

Steamer Evelyn.—On February 5, 1915, in answer to distress messages received from Coast Guard stations along the New Jersey coast, the *Mohawk* proceeded in search of the steamer *Evelyn*, reported off Beach Haven, N. J., that day. At 4 p. m. the steamer was fallen in with to the northward of Barnegat Light. She was well down by the head and making slow speed. Her master stated that the forehold was full of water, that he was short of coal, and, due to the threatening condition of the weather, in urgent need of

assistance. The *Mohawk* put a 10-inch line aboard the distressed vessel, and at 4.35 p. m. started ahead at slow speed. The steamer was unable to steer owing to drawing so much water forward. The tug *John Timmins* arrived and her offer of assistance was accepted by the master of the *Evelyn*. The tug made fast behind the steamer's stern and endeavored to keep her in line with some success. About 10 p. m. the *Mohawk's* 10-inch line parted, due to an unusually bad sheer of the steamer, and the steamer and tug both got their wheels fouled with lines. After darkness came on the seas increased in violence, and it was decided to attempt to reach the channel buoy before the coming storm reached its height. At midnight, having reached the Ambrose Channel entrance, it was determined to wait until daylight before attempting to navigate the channel. The next morning proceeded up the channel with the tug *Timmins* assisting. At 3 p. m. reached Quarantine and there turned the *Evelyn* over to the *Timmins* and another tug, the *F. B. Dalsell*, according to the wishes of her owners. The master stated that the *Evelyn* had left New York in the early part of January with a cargo of horses for the European war zone, but that bad weather was encountered and the entire cargo lost, the steamer putting into Bermuda in distress. Temporary repairs were made there, but were not sufficiently substantial to hold for the trip back to New York, and this accounts for her plight when the *Mohawk* found her. (See special report, p. 124.)

Bark Hugomont.—On her way from London to New York with a crew of 28 and a cargo of chalk the British bark *Hugomont* lost her bearings in a dense fog when within a few hours' run of her destination, and on February 6, 1915, stranded on Fire Island Beach, New York, $1\frac{1}{2}$ miles east of the Fire Island Coast Guard Station. Lying 300 yards off the beach, she attracted attention to herself by firing a gun and brought to her assistance three Coast Guard crews—one from Fire Island, one from Point of Woods, and one from Lone Hill. The position of the bark could not be determined from the shore owing to the fog, and a line, shot out over the water as soon as the Lyle gun could be brought into play, missed its mark, falling astern of the vessel. The fog lifted shortly, and a second shot placed a line across the bark between the mizzen and jigger masts. This line was broken in two, however, by the swift set of a westerly current. The fourth and last shot was entirely successful, and nothing occurred thereafter to delay the operation of the breeches buoy. Twenty of the crew—all who wished to go ashore at the time—were landed in rapid succession. Seven preferred to remain aboard ship. Two of these were hauled ashore the following morning, the 7th. On the afternoon of the last-mentioned date wreckers set to work to float the bark. She was hauled free on the night of the 19th.

Steamer Santa Marta.—The *Onondaga*, on February 19, 1915, received radio advices that the American steamer *Santa Marta* was disabled with a broken rudder stock in latitude $35^{\circ} 29' N.$, longitude $74^{\circ} 35' W.$ She proceeded immediately to the scene, encountering en route a fresh northeast gale and heavy sea. At 6.20 p. m. February 20 she sighted the steamer. The wind was still blowing a moderate gale and a high sea was running. As the sea was too heavy to lower a boat, she stood by the disabled vessel until the following day. A wrecking tug arrived in the meantime, having

been previously engaged by the master of the steamer, and ran a line to the *Santa Marta*. The tug then started to tow the disabled vessel, but she yawed wildly, and on the morning of the 22d the towline parted. It being apparent that the tug could not handle the steamer alone, the *Onondaga* stood over and ran a 12-inch line to the *Santa Marta's* stern. The tug then started ahead with her tow, with the *Onondaga* towing astern, her engines stopped, and steering the steamer. At the request of the master of the *Santa Marta* the *Onondaga* steered the steamer to the entrance of New York Harbor. The presence of the *Onondaga* was a necessity throughout; as the wrecking tug was unable to steer the steamer alone.

Steamer Mongolian.—At 7 p. m. February 25, 1915, the *Seneca*, while engaged in the ice patrol, intercepted a radiogram stating that the British steamer *Mongolian* was east of the Grand Banks of Newfoundland leaking badly. The cutter immediately made arrangements by radio to meet the disabled steamer the following morning. At 10 o'clock on the 26th the disabled vessel was fallen in with, and the master requested that the cutter stand by him and convoy the *Mongolian* to St. Johns. The steamer had struck a rock in St. Johns Harbor, and although temporary repairs had been made the rough weather at sea had started the patch and caused her to leak badly. The *Seneca* convoyed the disabled vessel to Halifax, Nova Scotia, where she arrived at noon on the 28th instant. The continued presence of the cutter gave an assurance of safety to the 303 passengers and crew on board the steamer, as they feared the latter might sink at any time.

Schooner Thelma.—While cruising off Cape Cod on the morning of the 21st of March, 1915, the *Gresham* sighted the schooner *Thelma* flying a signal of distress. Running alongside it was found that the schooner had been at sea for three weeks, her provisions and water supply low, and the master ill. The weather was unsettled, with a light snow falling and every indication of strong easterly weather. It was therefore deemed advisable to take them to a place of safety. Accordingly the sails were lowered on board the schooner, after which the *Gresham* was worked in close on the starboard side in such a position that a heaving line was thrown from her stern to the schooner's starboard bow. The end of a 10-inch hawser was then sent on board and secured to the schooner and at 11.25 a. m. the *Gresham* started ahead with the schooner in tow for Provincetown, where she arrived at 4.50 p. m. and safely anchored the schooner.

Schooner Josephine.—This vessel, a four-masted schooner of 639 tons, sailed from Savannah, Ga., for New York, March 26, 1915, with a cargo of lumber. On the 31st, off Cape Lookout, she ran into a severe storm which buffeted her about for three days, carrying away practically all of her sails and leaving her waterlogged and helpless. In an attempt to beach her the master ran her onto the shoals off the North Carolina coast April 3. She was discovered in the breakers by the lookout of the Kill Devil Hills Coast Guard station, and the crew immediately rushed to the beach with the breeches buoy gear, as no boat could live in the seas that were tearing the schooner to pieces. Several shots were fired in endeavoring to get a line to the men in her rigging, but all to no avail, for each time the

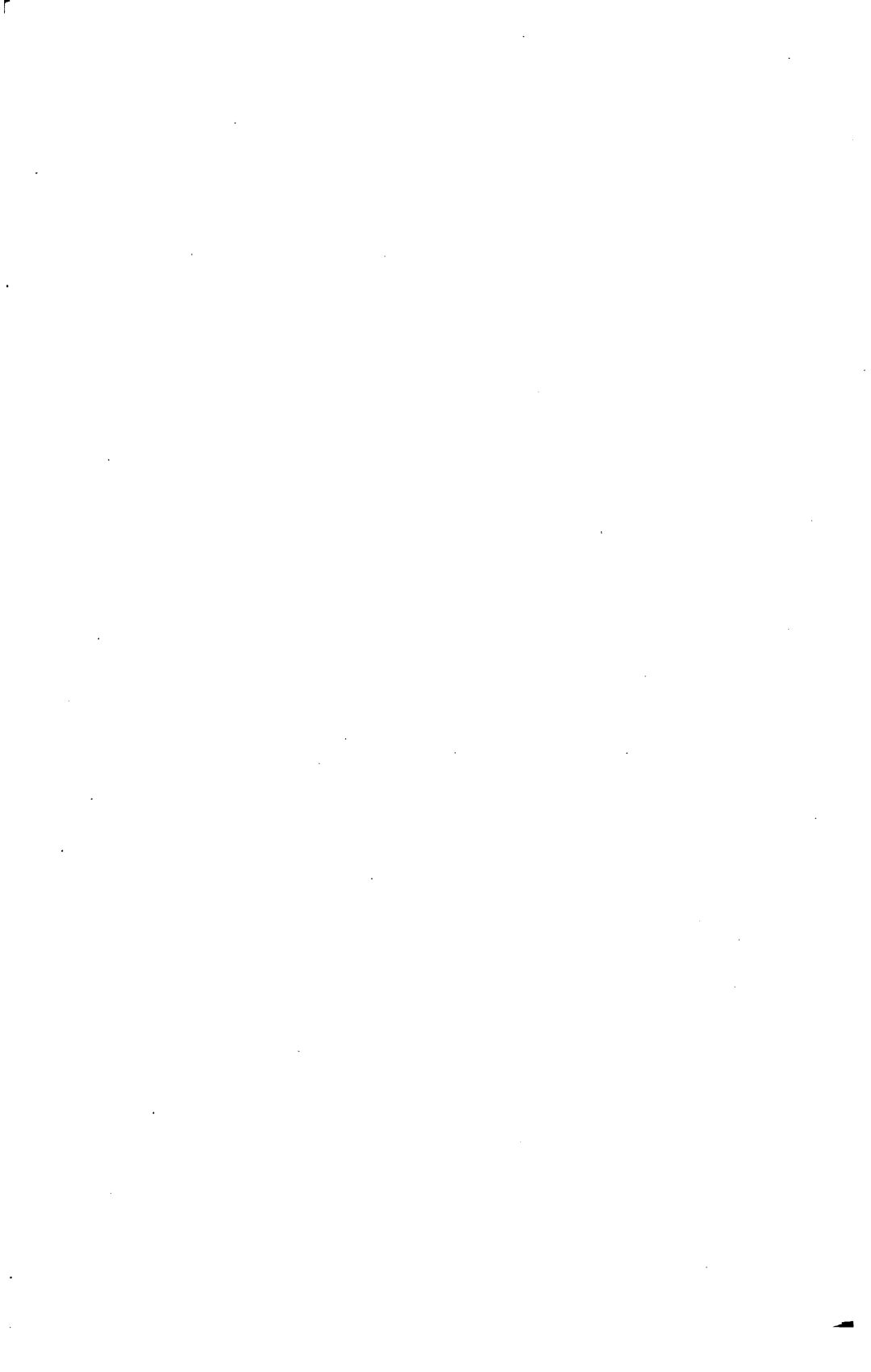
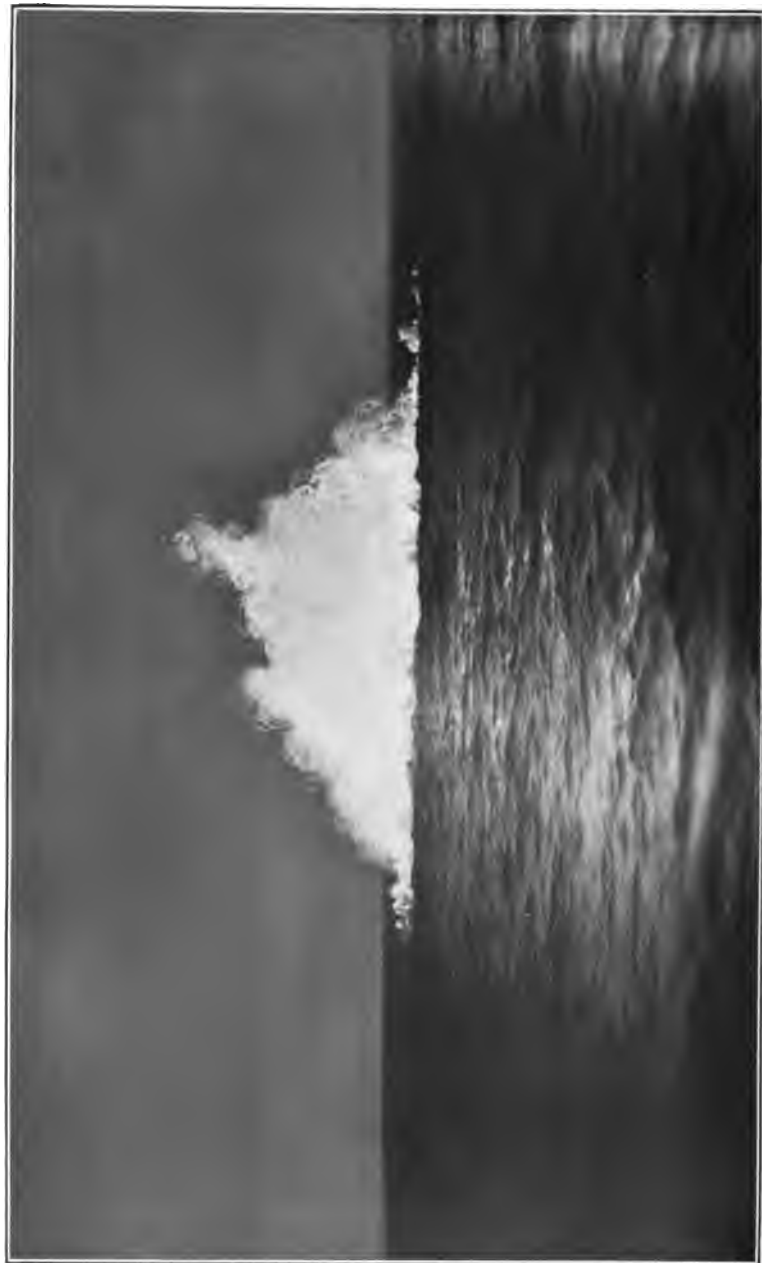


PLATE III.



BLOWING UP A DERELICT.

swirling wreckage entangled and parted the line as the vessel rapidly broke up. Four men—one the master of the ill-fated ship—were washed from the rigging by the huge seas, and of these two succeeded in clinging to bits of wreckage until they gained the surf, from which they were rescued by a surfman 1 mile down the beach from the wreck. Two others were brought ashore from the wreck itself by coast guardsmen who fought their way through the seething waters, and by main strength and the assistance of their comrades, who joined hands and formed a living chain, succeeded in gaining the beach in safety. Of her crew of seven, three—the master and two seamen—were lost. The four rescued men were taken to the station, given restorative treatment, and furnished with warm clothing. (See special report, p. 126.)

Tug Edward Luckenback.—The stranding of this tug, April 3, 1915, on the Virginia coast, between Little Island and False Cape Coast Guard stations, was the most serious disaster of the year on the Atlantic coast. Of her crew of 17, two were saved, one from the surf and the other from the tug's mast after the seas had somewhat subsided. The tug was bound from New York City to Norfolk with three barges in tow, but parted her hawser in a northeast gale and snowstorm off the Capes of the Chesapeake. While trying to pick up the barges her steering gear carried away, and thus crippled she tried to anchor, only to suffer the additional loss of her anchor and chain. She was swept upon the reef and sunk, leaving her smokestack and the tops of her masts above water. All but two of her company were swept off her and only one of these lived to reach the shore, where he was rescued from the surf by the Coast Guard patrol. Of the two who found refuge on the foremast as she settled, one, the master of the tug, later released his hold and fell into the water from exhaustion. The other succeeded in maintaining his hold until the seas subsided to some extent on the following day when he was rescued by the surfboat. Five lines were shot to the man on the mast before a successful one was made, and then the men failed to make use of the line, but fastened it to the mast and paid no further attention to it. Soon after the weaker of the two men dropped into the sea and was lost. Believing the other to be dead, the Coast Guard crew went to the assistance of the barge *Wm. H. Macy*, one of those which had been in tow of the wrecked tug, and assisted in landing her entire crew of four by means of the breeches buoy. Early on the morning of the 4th a surfman reported that the man on the mast of the *Luckenback* was still alive. It was impossible to launch a boat in the seas that were running, but when the tide turned, shortly after noon, advantage was taken of the slight moderation of wind and sea to send a boat to the wreck. The boat ran in under the projecting mast and the sailor cast off his lashings and dropped into the arms of the surfmen. He was taken to the station and given restorative treatment which resulted in preserving his life. (See special report, p. 128.)

REMOVAL OF DERELICTS.

This very important duty has been carried on with effectiveness during the year. The several gales which swept the Atlantic coast during the winter months left a number of lumber-laden derelicts in

their paths. The vicinity of Cape Hatteras is usually the most dangerous to sailing vessels and a number of these were abandoned by their crews in that portion of the Atlantic and left to drift in the Gulf Stream, a menace to shipping. Immediately after each gale the resources of the Coast Guard are taxed to the utmost to gather in these wrecked and abandoned vessels, for if they are not recovered before they pass into the more northerly latitudes, the varying winds and divergent currents cause them to drift in erratic courses, and the difficulty of the search is greatly increased. Five lumber-laden derelicts were picked up shortly after they had been abandoned by their crews, towed into Hampton Roads, and restored to their owners. Had they not been promptly found, they would have eventually drifted into the trans-Atlantic steamer lanes, there to become a source of apprehension and danger.

The net result of the operations of the cutters in this activity for the year was the destruction or salving of 26 derelicts of different types. The value of those brought into port and turned over to the owners amounted to \$161,000. On page 248 is a list, arranged chronologically, showing the position of the several derelicts when found, and the disposition made of each.

In previous reports there has been set forth the method of cooperation between the War and Treasury Departments relative to the disposition of sunken derelicts which come within the jurisdiction of the former department—that is, those wrecks within the 3-mile limit or in fairways. For the benefit and guidance of those interested or concerned, this is reprinted on page 251.

As illustrative of the work performed by the cutters in derelict operations during the past year, the following incidents are cited:

Derelict schooner Warren Adams.—December 28, 1914, the *Itasca* was informed by radio that an abandoned derelict schooner had been sighted in latitude 34° 50' N., longitude 75° 24' W., and immediately left in search of the dangerous craft. On the morning of the 30th the derelict was located 30 miles northeast of the reported position and found to be the schooner *Warren Adams*, of Philadelphia, with a cargo of pine lumber, with only her foremast standing and main deck awash. Four volunteers were provided with five days' provisions, sent aboard to handle the tow, and in the early afternoon the cutter started for Cape Henry with the derelict in tow. The wind increased to a gale, with heavy rain and a rough sea, and the ship's cutter, in which the men had been sent aboard the derelict and which was towing behind the schooner, swamped and was lost. Under such conditions progress was slow, but the cutter succeeded in reaching Newport News with her tow, where the derelict was turned over to her owners on the 31st. The *Warren Adams* had been abandoned December 27 in latitude 33° 25' N., longitude 75° 53' W., and was picked up two days later in latitude 35° 17' N., longitude 74° 58' W., a drift of 113.5 miles in that short period of time.

Derelict schooner Frank E. Swain.—On January 29, 1915, the *Seminole* was advised of a derelict, bottom up, 85 miles north by east of Diamond Shoals Light Vessel, and at 3 p. m., the same day, came up with it in latitude 36° 7' N., longitude 74° 50' W. With a jury rig the cutter attempted to tow the hull into Lynnhaven Bay, Va., but upon getting in on soundings the vessel's port anchor took bottom

and brought the tow up. The name of the vessel was found to be *Frank E. Swain*, of Boston. The *Seminole* made an effort to part the anchor chain, first by mine charges and later by starting the cutter at full speed, but with no success. An attempt was then made to sink the hulk by firing projectiles into it in order to release the imprisoned air, which was thought to be keeping her afloat. This also failed, probably on account of the nature of her cargo, which was lumber. On February 1 the *Seminole* was obliged to proceed to Norfolk to obtain rations, and the derelict was turned over to the *Itasca*, which had joined the *Seminole*. As a moderate sea was breaking over the hulk, making work on her impossible, an officer was sent to make an attempt to place a light on the craft for the night. The officer and one man succeeded in leaping from the boat to the keel of the schooner, where, in spite of the sea breaking over the wreck, the light was firmly secured. The cutter stood by the derelict until the following day, when, after one ineffectual attempt, the anchor chain was finally broken by a mine, and the cutter stood for Chesapeake Bay with the derelict in tow. The *Itasca* was joined by a tug off Cape Henry whistling buoy, and when Lynnhaven Roads were reached the wrecking tug *Rescue* took over the derelict and towed it to Newport News to await the arrival of the owner.

Unknown derelict.—The *Seminole*, in search of a derelict schooner in the vicinity of Lookout Shoals, on April 6, 1915, learned from the Diamond Shoals Light Vessel that they had sighted it drifting to the northward and eastward, and on the following morning received its position from the British Steamer *Nicosian* in latitude $35^{\circ} 15' N.$, longitude $75^{\circ} 6' W.$ At 12.40 that day the cutter came up with the derelict and found it bottom up, with wreckage at the bow apparently dragging on the bottom. Working under favorable weather conditions, the hulk was taken in tow, and the cutter shaped course for the capes of the Chesapeake. On the morning of the 8th the tow-line parted, and it became necessary to run oil on the seas before an attempt could be made to secure another line. Two hours were required to resecure the derelict, and late in the afternoon the cutter again started ahead with her tow, and for the next 50 hours made a speed of a little better than $1\frac{1}{2}$ miles per hour. Arriving off Cape Henry on the 10th, the strong ebb tide prevented any material progress, but on the flood the *Seminole* anchored her tow in Lynnhaven Roads in 6 fathoms of water to await identification.

Derelict schooner William Thomas Moore.—The *Seneca*, while on ice patrol, received a radiogram from the steamer *Baron Polworth* May 12, 1915, reporting a derelict in latitude $40^{\circ} 34' N.$, longitude $50^{\circ} 28' W.$ This was directly in the trans-Atlantic steamer track, and the cutter immediately proceeded to the reported position. At 4 p. m. the following day the *Seneca* came up with the derelict, which proved to be the *William Thomas Moore*, of Bethel, Del., with the stumps of her masts standing and so full of water that her decks were awash. She had been abandoned on April 4 in latitude $36^{\circ} 17' N.$, longitude $74^{\circ} 1' W.$, and when taken in tow by the *Seneca* had drifted 1,200 miles. Owing to weather conditions, it was found impossible to run a line to the hulk until the morning of the 15th, when a 10-inch haysar was made fast after several hours of tedious

labor. The *Seneca* then stood with her tow for Halifax, Nova Scotia, and from that time until 10.20 a. m. of the 21st towed the schooner continuously a distance of 665 miles at an average speed of 4.55 knots. Outside the harbor of Halifax the derelict schooner was turned over to the Canadian Government steamer *Premier Lahoah*, and the *Seneca* proceeded to her anchorage. This derelict was a serious menace to trans-Atlantic travel, as there was but little of her showing above water.

MEDICAL AID TO AMERICAN FISHERMEN.

The act of June 24, 1914, provides—

That, in the discretion of the Secretary of the Treasury, any of the revenue cutters provided for in this act, or any other revenue cutter now or hereafter in commission, may be used to extend medical and surgical aid to the crews of American vessels engaged in the deep-sea fisheries under such regulations as the Secretary of the Treasury may from time to time prescribe, and the said Secretary is hereby authorized to detail for duty on revenue cutters such surgeons and other persons of the Public Health Service as he may deem necessary.

In pursuance of the authority therein contained the *Androscoggin* was fitted up with all the necessary appliances, including a sick bay, an operating table, a complete outfit of surgical instruments, sterilizing apparatus, etc., in fact, a small hospital afloat. A medical officer of the Public Health Service, with the necessary assistants, was detailed to the cutter.

The cutter left Boston, Mass., on January 6, 1915, to inaugurate this relief measure for the crews of American fishermen and at the same time to develop the extent of the need for medical relief and test the practicability of the adopted plan and such suggestions as had been received after a conference with representatives of the fishing industry. The general scheme has been to cruise in the waters where it was expected the greatest number of fishing vessels would be operating for the time being. With that in view the first cruise was to Brown's Bank, off the coast of Nova Scotia, where the American fleet was then employed. Subsequent cruises were made along the coast of Nova Scotia, following the 50-fathom line from Cape Sable to about 60 miles to the eastward of Halifax Lightship. These cruises have demonstrated that it is impracticable to arrange a regular itinerary for the *Androscoggin* during the early part of the season, as the location of the fishing fleet at any particular time depends largely upon prevailing weather conditions and upon how the fish are running in particular localities. The commanding officer of the *Androscoggin* accordingly recommends that in the future the cutter make Shelburne, Nova Scotia, her headquarters in the early part of the season, making short cruises to the several banks from that point, and during the latter part of the season keeping in touch with the fishing fleet and following its movements. Since January 6, 1915, the cutter has cruised a total distance of 9,333 miles and rendered hospital treatment to 114 patients. These treatments varied from minor medical relief and surgical operations to making a special trip from Shelburne, Nova Scotia, to the hospital at Boston, Mass., in order to save the life of a fisherman who was dangerously ill. While engaged in this hospital work the *Androscoggin* was instrumental in rendering valuable assistance to three distressed vessels, which, with their cargoes, were valued at \$576,000.

CUSTOMS LAWS.

In addition to the general enforcement of customs laws by all vessels and stations of the Coast Guard, there are harbor cutters or launches detailed especially for customs service at the following ports: Boston, New York, Philadelphia, Baltimore, Savannah, Pensacola, Mobile, New Orleans, San Francisco, and Seattle—12 in all. These cutters board all incoming foreign vessels subject to customs inspection, and in a general way perform boating duty for the customs authorities at those ports. As occasion serves, these cutters assist in the enforcement of the navigation and other laws. Smuggling in bulk is a crime not much resorted to at the present time except in a few remote localities along the border coasts, but the cutters and stations are constantly on the lookout for violations of this kind, and this watchfulness undoubtedly tends to hold in check this class of offenders against the law.

ANCHORAGE AND MOVEMENTS OF VESSELS.

The rivers and harbors act, approved March 4, 1915, contained the following:

SEC. 7. That the Secretary of War is hereby authorized, empowered, and directed to define and establish anchorage grounds and to adopt suitable rules and regulations in relation thereto; and such rules and regulations shall be enforced by the Revenue-Cutter Service (now Coast Guard) under the direction of the Secretary of the Treasury: *Provided*, That at ports or places where there is no revenue (now Coast Guard) cutter available such rules and regulations may be enforced by the Chief of Engineers under the direction of the Secretary of War. In the event of the violation of any such rules and regulations by the owner, master, or person in charge of any vessel, the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be and in the name of the officer designated by the Secretary of War.

The effect of this law was to transfer to the War Department the jurisdiction over anchorages previously vested in the Department of Commerce, and accordingly the Secretary of War, under date of March 4, 1915, promulgated an order continuing in force the then existing rules and regulations concerning such matters, and the Coast Guard at once resumed the duty of enforcing those regulations. Officers of the Coast Guard have been assigned as supervisors of anchorages for the several localities in which anchorage limits have been established, and the Secretary of War has designated these officers as the persons in whose names proceedings shall be instituted under the law referred to above. Through this arrangement the method of enforcing the law has been simplified.

The regulation of traffic and the movements of vessels through the locks and channels of the St. Marys River, Mich., have been satisfactorily performed by the cutter *Mackinac* and two launches. In addition to this floating equipment there are six permanent lookout stations located at the several important points, in which men from the cutter are stationed to observe and time the passage of vessels. Exclusive of local traffic, 14,801 vessels passed through the locks during the season of open navigation, which began April 22 and closed on December 13, 1914. Although the traffic was not so great as in the preceding year, the above total will give a good idea of the volume of marine traffic using this waterway. The officer in charge of the

patrol reports that the season has been remarkably free from accidents and few congestions have occurred, none of them serious and all easily handled. There have also been comparatively few violations of the law. During the entire season it was found necessary to report only 10 vessels for violation of the St. Marys River rules and to warn but 48. (See special report, p. 122.)

ENFORCEMENT OF NEUTRALITY, NAVIGATION, AND OTHER LAWS.

Neutrality.—Owing to war conditions in Europe there have been frequent calls for the services of Coast Guard cutters to aid the customs authorities in the enforcement of the neutrality laws, and for this purpose the *Androscoggin*, *Gresham*, *Seneca*, *Apache*, *Algonquin*, and *Onondaga* have on a number of occasions during the year been withdrawn from their regular cruising and assigned to duty at or near the ports of Boston, New York, Baltimore, Norfolk, and San Juan, Porto Rico.

Mutiny.—During the cruise of the *Algonquin* to convey the representative of the State Department to various ports in the West Indies, and while at anchor at Turks Island, the master of the American schooner *Sallie C. Marvil* came on board and reported he was having trouble with his crew, and requested the presence of an officer on board the schooner to enforce his authority. An officer was accordingly sent on board to investigate, and after ascertaining that the crew had no just cause of complaint he ordered the men to resume their duty. They promptly responded, and no further difficulty was experienced. This occurred February 22, 1915.

Regattas.—The patrolling of the courses and the maintenance of order at regattas and other marine pageants, in accordance with law and the regulations prescribed thereunder by the Department of Commerce for the safety of life, constitutes an important duty of the Coast Guard during the summer months. In the past fiscal year there were 39 instances when the Coast Guard was called upon to patrol race courses. (See tabular list on page 255.) These instances include the two large intercollegiate regattas held annually at New London, Conn., and Poughkeepsie, N. Y. That this duty was thoroughly and efficiently performed is evidenced by the letters of appreciation received from those in charge of the regattas, a specimen of which is published on page 262.

Enforcement of navigation laws.—A total of 24,817 vessels of all descriptions were boarded and examined during the last year for the purpose of enforcing the navigation and motor-boat laws. This is a less number than were boarded during the preceding year, for the reason that it was necessary to withdraw certain of the cutters from their regular duties at various times throughout the year to enforce the neutrality laws. Of the total number of vessels examined, 772 were reported for violations of law, involving fines amounting to a total of \$220,500. All of this amount was not collected, and in many cases, where mitigating circumstances were made apparent to the Department of Commerce, which has final jurisdiction in the matter, the fines were either reduced or remitted entirely.

PROTECTION OF THE FUR SEAL.

To enforce the convention entered into by the United States, Great Britain, Russia, and Japan for the protection of the fur seal and sea



PATROL OF REGATTAS.

Yale-Harvard regatta, New London, Conn., June 25, 1915. Start of the 4-mile varsity race. The "Mohawk" on the right at the head of the line; "Gresham" stationed off the navy yard, 2 miles above the Mohawk; and the "Acushnet" at the finish 2 miles farther on. Picket launches patrolled both sides of the course for the entire 4 miles.



THE "MIAMI" ON ICE PATROL.



THE "SENECA" ON ICE PATROL.

otter, an efficient patrol has been maintained in the waters of the North Pacific and the Bering Sea. As the patrol is continuous from May to September, the activities of each season cover a portion of two fiscal years. During the months of July, August, and September, 1914, the *Tahoma*, *Manning*, and *Unalga* were employed on this duty, and, as in the previous year, shore stations were established at Atka, Kiska, and Attu Islands, to keep watch on the various bays and harbors which have been frequented by pelagic sealers in the past.

In addition to the patrol duties particular attention was given to enforcing the laws and regulations regarding the protection of game, fisheries, and fur-bearing animals, and, whenever practicable during the season, the mail was carried to vessels of the fishing fleet. On a number of occasions medical aid was given to the men of the fishing fleet by the surgeons attached to the cutters. On cruises to the westward the several villages on the Aleutian Chain were visited as often as possible, in order that the surgeons might give medical aid to the natives, and instruct them in the sanitation of their persons and dwellings. On these occasions assistance was given to the Department of Justice and Bureau of Education in investigating matters pertaining to their spheres of action in remote places. In August at the request of the Bureau of Education a herd of 40 reindeer was transported to Nazan Bay, Atka Island, in order to inaugurate the experiment of propagating a herd of these useful animals on that island.

At the conclusion of the patrol for the season of 1914 the commanding officer of the fleet reported that there were no evidences of marauding vessels in Bering Sea throughout the entire season, and that no suspicious craft were seen. He also reported a noticeable improvement in the size of the seal herd on the Pribilof Islands, due to the prohibition of pelagic sealing, and that the rookeries gave no evidence that the seals had been hunted at sea during the season. (See special report, p. 87.)

Owing to the shortage of cutters on the Pacific coast and the apparent cessation of pelagic sealing in the North Pacific and the Bering Sea during the past two seasons it was decided to attempt the patrol during the season of 1915 with one cutter, and the *Unalga* was assigned to this duty. She sailed from Seattle April 20, 1915, and in addition to the duties incident to the seal patrol cruised actively during the month of May from the northern entrance of Unimak Pass to Sannak Island, for the purpose of rendering such assistance as might be necessary to merchant vessels in that vicinity, there being a large fleet bound to the canneries during that month. During the month of June she patrolled along the Aleutian Chain and in the vicinity of Pribilof Islands. The report of the operations for the season of 1915 will be given in the next annual report.

ICE PATROL.

The international service of ice observation and patrol in the North Atlantic has been continued. For this purpose the *Seneca* was withdrawn from regular coast patrol and sailed from New York early in February, 1915. This vessel made two cruises to the regions to the north of the Grand Banks to observe and investigate ice conditions, and on April 1, 1915, when it was apparent that the bergs

and ice fields had advanced to the southward, so as to threaten the trans-Atlantic steamship lanes, she entered upon the duties of the ice patrol proper. The *Miami* was dispatched from Key West early in March to join the *Seneca* on the patrol, and using Halifax, Nova Scotia, as a base for coal and supplies these two cutters made alternate cruises and maintained a continuous patrol in the ice-danger zone during the months of April, May, and June, 1915.

The scope of the patrol and the methods of disseminating information and warnings to trans-Atlantic vessels approaching the Grand Banks are set forth in the following instructions issued for the season of 1915:

1. The object of the patrol is to locate the icebergs and field ice nearest to the trans-Atlantic steamship lane. It will be the duty of patrol vessels to determine the southerly, easterly, and westerly limits of the ice and to keep in touch with these fields as they move to the southward in order that radio messages may be sent out daily, giving the whereabouts of the ice, particularly the ice that may be in the immediate vicinity of the regular trans-Atlantic steamer lane.

2. The patrol will continue until the ice no longer constitutes a danger to navigation in the trans-Atlantic steamship lanes. The ice season is usually three months—April, May, and June.

3. While on this patrol the vessels will obtain fuel and other necessary supplies at Halifax, Nova Scotia. The two vessels will make alternate cruises of about 15 days in the ice region, the 15 days to be exclusive of time occupied in going to and from Halifax. The senior commanding officer will so regulate the movements of the vessels that on the fifteenth day after reaching the ice region the vessel on patrol will be relieved by the second vessel, if possible, at which time the first vessel will proceed to Halifax, replenish her coal supply, and return in time to relieve the other vessel at the end of the latter's 15-day cruise. It is important that the patrol be continuous, and the vessel on patrol must not leave her station until relieved by the other vessel unless it is absolutely necessary to do so.

4. Having located the ice, the patrol vessel will send the following daily radiograms. All times in radiograms will be in seventy-fifth meridian time.

- (a) At 6 p. m. (seventy-fifth meridian time) ice information will be sent broadcast for the benefit of vessels, using 600-meter wave length. This message will be sent three times with an interval of two minutes between each.

- (b) At 8.15 p. m. (seventy-fifth meridian time) the same information will be sent broadcast three times in similar manner, using 300-meter wave length.

- (c) At 4 a. m. (seventy-fifth meridian time) a radiogram will be sent to the branch hydrographic office, New York City, through the nearest land-radio station, defining the ice-danger zone, its southern limits, or other definite ice news. The telegraphic address of the branch hydrographic office is "Hydrographic, New York."

- (d) Ice information will be given at any time to any ship with which the patrol vessel can communicate.

5. Ice information will be given in as plain, concise English as practicable, and will state in the following order:

- (a) Ice (berg or field).
 - (b) Date.
 - (c) Time (seventy-fifth meridian time).
 - (d) Latitude.
 - (e) Longitude.
 - (f) Other data as may be necessary.

6. Attention is called to circular letter No. 122, the provisions of which will be followed in radiograms sent to the Hydrographic Office. In radiograms sent to vessels other than revenue cutters the words "latitude" and "longitude" will not be omitted.

7. Each patrol vessel will keep a remark book in which will be entered all data and information that can be collected concerning the ice.

8. Each vessel on being relieved by the other vessel will deliver to the relieving vessel copies of all radiograms sent to or received from the Hydrographic Office during the cruise and copies of all instructions received from the department by radio.

9. At the end of each cruise a full report in duplicate will be sent to the department.

10. Each vessel will plot on tracing paper used in connection with H. O. Chart No. 955 the positions and extent of the ice as located from time to time. This data will also be plotted on duplicate tracing paper, and this duplicate will be delivered to the relieving vessel.

11. If in an emergency it becomes necessary for the junior commanding officer to communicate directly with the department in order to avoid delay, a copy of all such communications will be furnished to the senior commanding officer.

Scientists were detailed to the *Seneca* from the Bureau of Standards, Bureau of Fisheries, and the Weather Bureau, and apparatus supplied for taking meteorological and oceanographical observations and collecting specimens of plankton. The data obtained, together with the detailed reports of the scientists and the commanding officers of the patrol vessels will be published as soon as possible in Coast Guard Bulletin No. 4. The data in connection with the ice patrol for the seasons of 1913 and 1914 have already been published in Bulletins Nos. 1 and 3, respectively.

The season of 1915 was similar in many ways to that of 1913, particularly as to the scarcity of ice in the vicinity of the Banks in the early part of the season, which interfered materially with the collection of data. Owing to conditions in Europe, many vessels failed to make ice reports to the patrol vessels by radio, so that practically all ice reported was that located by the officers of the patrol.

In the latter part of the season there existed the unusual condition of several bergs being seen 100 to 200 miles west of the tail of the Bank and 60 miles south of that point. Much northeast wind was reported at that time, which would seem to have caused the Labrador current to run an abnormal distance to the westward before meeting the Gulf Stream and curving back to the east and north as usual.

On the 30th of June the last berg in the vicinity of the tail of the Bank broke up into several small pieces and melted rapidly, having encountered the warm waters of the Gulf Stream. On that date the patrol was discontinued for the season.

This international service was undertaken by the United States in 1914 and continued in 1915 at the request of Great Britain, acting on behalf of the various powers interested, under the conditions set forth in the International Convention for the Safety of Life at Sea, which was signed at London, January 20, 1914, by the representatives of those powers. Under those conditions the several powers assumed the obligation to contribute to the expenses of the international service in certain proportions, enumerated in article 7 of the said convention. Accordingly, the several powers were informed, through the Department of State, as to the cost of the patrol for the season of 1914, and the several sums due from them, as follows:

Salaries and wages of personnel.....	\$47,894.10
Maintenance and operation, including all supplies and miscellaneous contingent expenses.....	28,955.04
Administrative expense.....	2,441.73
Depreciation:	
<i>Seneca</i> , built in 1908, cost \$295,000. Vessel on duty February 11-August 5, 1914. Depreciation 3 per cent per annum.....	4,425.00
<i>Miami</i> , built in 1911, cost \$250,000. Vessel on duty March 7- August 5, 1914. Depreciation 2 per cent per annum.....	2,083.33
	<hr/> 85,799.20

Proportionate amounts due from the several foreign powers as per article 7 of the convention.

Country.	Per cent.	Amount.	Country.	Per cent.	Amount.
Austria-Hungary.....	2	\$1,715.98	Italy.....	4	\$3,431.97
Belgium.....	4	3,431.97	Netherlands.....	4	3,431.97
Canada.....	2	1,715.98	Norway.....	3	2,573.98
Denmark.....	2	1,715.98	Russia.....	2	1,715.98
France.....	15	12,869.88	Sweden.....	2	1,715.98
Germany.....	15	12,869.88	United States of America.....	15	12,869.89
Great Britain.....	30	25,739.76			

Up to June 30, 1915, the amounts due the United States from the following countries on account of the patrol for the season of 1914 have been received: Belgium, Canada, Denmark, Great Britain, Italy, Norway, and Sweden.

SPECIAL SERVICES.

Algonquin.—At the request of the State Department the *Algonquin* was detailed to convey the United States consul at large on a tour of inspection of the various consular offices in the West Indies. The cutter left San Juan, P. R., on February 10, 1915, and had called at most of the ports indicated in the itinerary when it became necessary to direct her return to San Juan to assist in enforcing neutrality laws at that port. During this cruise the cutter visited the following ports: Santiago and Guantanamo, Cuba; Mattheatown, Great Inagua Island; Cockburn Harbor, Caicos Island; Salt Cay and Turks Island; Puerta Plata, Santa Barbara, Sanchez, Romana, San Pedro de Macoris, San Domingo, and Azua, Dominican Republic; Jacmel, Aux Cayes, Jeremie, Petit Goave, and Port au Prince, Haiti.

At the request of the War Department the *Algonquin* proceeded to Puerta Plata, Dominican Republic, and received on board 184 Porto Ricans. Many of the refugees were so weak and emaciated from starvation it was necessary to assist them over the gangway, and five were taken aboard in chairs. Everything was done during the trip to alleviate their distress and make them as comfortable as possible; benches were improvised and secured about the decks, swinging cots were suspended from ridge ropes for the many small children, and the weak and sick were placed on cots. The *Algonquin* sailed from Puerta Plata July 20 and arrived at San Juan the following day.

Thetis.—At the request of the Department of Agriculture the *Thetis*, in March and April, 1915, made an extended cruise to Bird Island, Laysan Island, Lisiansky Island, Ocean Island, and Midway Island to make an inspection of the bird reservations and ascertain the condition of the flocks. The weather was stormy almost the entire cruise, and great difficulty was encountered in making landings on some of these islands. In several instances the officers and crews were obliged to swim to reach the beach. On Laysan Island it was found that raiders had been ashore and slaughtered the birds in great numbers, their carcasses being strewn all over the surface of the island. From various indications it was evident the raid was made about the middle of January. (For special report concerning the birds of the several islands see p. 130.)

Bear.—This vessel arrived in San Francisco November 11, 1914, having completed a cruise of 11,318 miles since she left that port on April 6, 1914. On her way north she stopped at Seattle, Wash., and took on board the northern mail and supplies for various departments of the Government. Stopping en route at Unalaska and St. Paul Island she proceeded at once to Nome, arriving there at 10.40 p. m. of June 1, the first vessel to arrive at that port since the close of navigation the season before. After landing mail she returned to the southward and westward, in order to develop the ice conditions and report them to the fleet of steamers due to arrive at Nome with passengers and freight. She was thus instrumental in furnishing sailing directions for a number of steamers who were waiting to get through the ice fields. Subsequently trips were made to Port Clarence, Siberia, and Point Barrow during the summer. On all these occasions various kinds of work were performed for the Bureau of Education and for the Department of Justice. On three occasions assistance was rendered to stranded vessels. At Point Barrow she took on board a number of destitute seamen from the wrecked schooners *Transit* and *Elvira* and transported them to Nome. At the request of the Canadian Government the *Bear*, while returning from Point Barrow, made an attempt to rescue the survivors of the Canadian polar expedition which had been wrecked in the steamer *Karluk* near Wrangel Island in the Arctic Ocean. Stormy weather with thick fog and heavy snow squalls was experienced, and after several days of unsuccessful effort to break through the heavy ice it was deemed advisable to return to Nome to replenish the coal before making further attempt to rescue the shipwrecked men. After a delay of four days at Nome, due to bad weather, sufficient coal was received on board and the *Bear* started again for Wrangel Island on September 5. On September 8, in latitude 69° 55', longitude 175° 30', a schooner was sighted, which proved to be the gas schooner *King and Winge*. Owing to her light draft this vessel had succeeded in landing at Wrangel Island, where eight members of the expedition were found, together with one Eskimo, his wife, and two children. The survivors were transferred to the cutter, and being in a very exhausted condition were all placed under the care of the surgeon. When the *Bear* came south at the close of navigation the shipwrecked men were landed at Vancouver, British Columbia.

In the report of his northern cruise the commanding officer of the *Bear* calls attention to the wholesale slaughter of walrus in Arctic waters outside the territorial limits both by American and foreign vessels, which must sooner or later affect the food supply of the natives of the Arctic coasts on both sides of the Bering Straits. (See special report, p. 79.)

McCulloch.—Continuing the practice of former years, a cutter was placed at the disposal of the Department of Justice to transport the United States court to remote places in southwestern Alaska, in order to minimize the expense of administering the law. The *McCulloch* was detailed for this duty and arrived at Valdez, Alaska, July 13, 1914, where she received on board the United States judge for the third district of Alaska, together with the necessary court officials. From that point the cutter proceeded to the various places indicated in the itinerary arranged by the Department of Justice and returned

to Valdez August 27, thus completing the cruise of the floating court for 1914.

RESUSCITATION OF THE APPARENTLY DROWNED.

An important feature in the work of the Coast Guard is the resuscitation of the apparently drowned. The crews are regularly drilled in the service method of resuscitation, and the officers give instruction to the men and rate their proficiency in that regard. When persons are taken from the water the crews are required to continue the artificial respiration for from one to four hours, or until the patient breathes, and in many cases successful results are due to the persistent efforts of the men and to efficient after-treatment given the patients. Excluding from notice cases in which death was due to heart failure or to injuries received, and instances in which the persons had been under water 30 minutes or more, there were 19 instances during the past year when attempts were made to resuscitate persons taken from the water. In 12 cases the efforts were successful and in 7 cases unsuccessful. Of the 12 cases it was reported that in 5 instances no signs of life were apparent when the work of resuscitation was begun. It is seldom possible to state the exact length of time a rescued person was under water, and in most cases the time given in the reports received at headquarters is approximate. In 6 of these cases it is estimated that the persons involved were under water from 2 to 15 minutes. In the other instances the information could not be given and no estimate was ventured. In reviving these 12 persons the service method was employed for from 10 minutes to 1 hour and 30 minutes; in only 2 cases was the person restored in less than 30 minutes. Of the 9 unsuccessful attempts 5 of the patients were pronounced dead by physicians who were present. The average time employed in resuscitating measures in these 7 cases was one hour and a half. In none of these instances was there any sign of life in the body when recovered.

INVESTIGATIONS OF LOSS OF LIFE.

In 84 instances during the year, marine disasters, occurring within the scope of the operations of Coast Guard stations, have been attended with loss of life. As required by law each such incident was thoroughly investigated, and it is gratifying to note that in only one instance did a station crew fail to entirely fulfill the requirements of the service. The investigating officer found that the patrol and lookout had not been vigilant, and that the crew failed to make use of the available apparatus, but as the testimony showed that the loss of life on this occasion was not due to these shortcomings, disciplinary action was confined to severe reprimand. (See p. 283.)

LOSS OF THE "TAHOMA."

On September 20, 1914, the *Tahoma*, attached to the Bering Sea Patrol Fleet, struck an uncharted reef in latitude 51° 53' N., longitude 175° 53' E., 31 miles S. 9° E. (true) from Buldir Island, one of the western islands of the Aleutian Chain, and became a total loss. Having made a cruise along the northern coasts of the Aleutian

Islands as far west as Attu in connection with the patrol duties, the cutter was returning east along the southern side of the group, and the course was set to pass 28 miles outside of and to the southward of the only two outlying dangers shown on the United States Coast and Geodetic Survey Chart No. 9102. Suddenly, and without warning, at 9 p. m. of the above date the *Tahoma* crashed upon a submerged reef. Every effort was made to save the vessel, but to no avail, and radio calls for assistance were sent out, giving the position of the vessel. Fortunately, considering the remoteness of the place where the cutter was wrecked, 670 miles west from Unalaska, the signals were heard by the radio station on St. Paul Island. The call was repeated to the fleet commander and at his request the Coast Survey steamer *Patterson* and the steam whaler *Kodiak* proceeded from Unalaska to the scene of the disaster. The steamer *Cordova*, south-bound from Nome, was intercepted by radio and she at once changed her course and headed for the stranded cutter. In the meantime the wind and sea had risen, causing the *Tahoma* to pound so heavily upon the reef that the influx of water through the damaged bottom got beyond the control of the pumps, and extinguished the fires under the boilers. As the vessel settled in a pocket in the reef she took a dangerous list, and on the afternoon of the day following the disaster the commanding officer reluctantly gave the order to abandon the ship. This was accomplished in good order, and the seven ship's boats, provisioned and equipped, shaped courses for the nearest land to leeward, some 80 miles distant. Severe weather was experienced and the crews suffered considerably from exposure, but the boats were well handled and all save one succeeded in landing on Semichi and Agattu Islands, where rough camps were constructed and signal fires built to attract attention of the searching vessels.

On September 26 the crews of the three boats were taken from the islands by the *Cordova*, and a fourth boat picked up at sea 30 miles from the nearest land. On the 28th the crews of the three remaining boats were taken from the western end of Agattu Island by the *Patterson*, this accounting for all hands on the ill-fated cutter.

A board was promptly convened by the fleet commander at Unalaska, and, after a searching inquiry into all the circumstances attending the disaster, found—

That all necessary precautions were taken in the navigation of the *Tahoma*, September 20, 1914, to avoid dangers, known and marked "position doubtful," and that due care was exercised in carrying out the orders of the commanding officer, and, further, that the loss of the *Tahoma* was not due to fault or negligence on the part of the commanding officer of that vessel, nor to any other officer or member of the crew of the said vessel.

It is believed that not a single island west of Unimak Pass is correctly charted; the positions of the islands themselves are incorrectly shown, the coast lines are incorrect, and the soundings and outlying dangers are, for the most part, left to the conjecture of the navigator. These facts, together with the ever-present fog, make navigation in those waters a precarious undertaking, but it must be done. In performing the duty of enforcing the law, and the treaty for the protection of the fur seal and sea otter, Coast Guard cutters are obliged to take many risks, and it is not surprising that the *Tahoma* struck an uncharted reef; indeed, the surprising thing is

that the cutters have navigated those waters these many years with so few mishaps.

APPROPRIATIONS AND EXPENDITURES FOR MAINTENANCE OF COAST GUARD.

Statement showing appropriations and expenditures for maintenance of the Coast Guard for fiscal year ending June 30, 1915.

APPROPRIATIONS.

Expenses of Revenue-Cutter Service, 1915: For pay and allowances of captain commandant and officers of that rank, senior captains, captains, lieutenants, engineer in chief and officers of that rank, captains of engineers, lieutenants of engineers, two constructors, not exceeding fourteen cadets and cadet engineers, who are hereby authorized, two civilian instructors, and pilots employed, and rations for pilots; for pay of warrant and petty officers, ships' writers, buglers, seamen, oilers, firemen, coal heavers, water tenders, stewards, cooks, and boys, and for rations for the same; for allowance for clothing for enlisted men; for fuel for vessels and outfits for the same; ship chandlery and engineers' stores for the same; actual travelling expenses or mileage, in the discretion of the Secretary of the Treasury, for officers traveling on duty under orders from the Treasury Department; commutation of quarters; for maintenance of vessels in the protection of the seal fisheries in Bering Sea and the other waters of Alaska and the enforcement of the provisions of law in Alaska; for maintenance of vessels in enforcing the provisions of the acts relating to the anchorage of vessels in the ports of New York and Chicago, and in the Kennebec River, and the movements and anchorage of vessels in Saint Marys River; for temporary leases and improvement of property for revenue-cutter purposes; not exceeding \$5,000 for the improvement of the depot for the service at Arundel Cove, Maryland; not exceeding \$150 for medals for excellence in marksmanship; contingent expenses, including wharfage, towage, dockage, freight, advertising, surveys, labor, and all other necessary miscellaneous expenses which are not included under special heads..... \$2, 350, 000. 00

Salaries of superintendents, Life-Saving Service, 1915: For district superintendents of life-saving and lifeboat stations and houses of refuge, as follows: Maine and New Hampshire, one \$2,200; Massachusetts, one \$2,200; Rhode Island and Fishers Island, one \$2,000; Long Island, one \$2,200; New Jersey, one \$2,200; Delaware, Maryland, and Virginia, one \$2,200; Virginia and North Carolina, one \$2,200; South Carolina, Georgia, and Florida, one \$1,900; Gulf of Mexico, one \$2,000; Lakes Ontario and Erie, one \$2,200; Lakes Huron and Superior, one \$2,200; Lake Michigan, one \$2,200; California, Oregon, Washington, and Alaska, one \$2,200; thirteen in all..... 27, 900. 00

Salaries of keepers, Life-Saving Service, 1915: For salaries of two hundred and ninety-three keepers of life-saving and lifeboat stations and houses of refuge..... 278, 800. 00

Pay of crews, miscellaneous expenses, etc., Life-Saving Service, 1915: For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, at the rate of \$70 per month each for the number one surfman in each station, and at the rate of \$65 per month for each of the other surfmen during the period of actual employment, and \$3 per day for each occasion of service at other times; rations or commutation thereof for keepers and surfmen; compensation of volunteers at life-saving and lifeboat stations for actual and deserving service rendered upon any occasion of disaster or in any effort to save persons from drowning at such rate, not to exceed \$10 for each volunteer, as the Secretary of

the Treasury may determine; pay of volunteer crews for drill and exercise; compensation of twelve clerks to district superintendents, one to each of the district superintendents, except that of the eighth district, at such rate as the Secretary of the Treasury may determine, not to exceed \$900 each; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters and allowance for heat and light for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections seven and eight of the act approved May fourth, eighteen hundred and eighty-two; for draft animals and their maintenance; for telephone lines and care of same; and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses not included under any other head of life-saving stations on the coasts of the United States----- \$2,100,000.00

DEFICIENCY APPROPRIATION, COAST GUARD.

For amounts required during the fiscal year nineteen hundred and fifteen to comply with the provisions of the act entitled "An act to create the Coast Guard by combining therein the existing Life-Saving Service and Revenue-Cutter Service," approved January twenty-eighth, nineteen hundred and fifteen, as follows:

Revenue-Cutter Service: For longevity pay of fifty-six warrant officers, \$2,705; longevity pay of eighty-eight petty officers, \$2,591.60; additional pay of eighty-one other enlisted men, \$645; pay of nine warrant officers (retired), \$3,883.15; pay of nine enlisted men, \$1,891.50; in all-----	\$11,716.25
Life-Saving Service: For longevity pay of superintendents, as follows: Ten at \$2,200 (over twenty years' service), \$3,740; one at \$2,000 (over twenty years' service), \$340; one at \$2,000 (over fifteen years' service), \$255; one at \$1,900 (over twenty years' service), \$323; in all-----	4,658.00
For pay of five superintendents (retired)-----	4,812.50
For longevity pay of two hundred and seventy-four keepers-----	43,027.00
For pay of forty-four keepers (retired)-----	19,250.00
Pay of crews: For longevity pay as follows: Twenty number one surfmen, \$1,615.75; one hundred and eighty-two number one surfmen from January twenty-eighth to May thirty-first, nineteen hundred and fifteen, \$10,781.80; sixty number one surfmen from April first to June thirtieth, nineteen hundred and fifteen, \$3,423; in all-----	15,820.55
For additional pay of one thousand two hundred and thirty-six other surfmen-----	17,314.81
For pay of fifteen number one surfmen (retired)-----	5,512.50
For pay of thirty other surfmen (retired)-----	8,430.00
	<hr/> \$130,541.61
Total for maintenance Coast Guard-----	4,887,241.61

Repairs to revenue (Coast Guard) cutters, 1915: For repairs to revenue cutters-----	175,000.00
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Establishing life-saving (Coast Guard) stations:

Balance on hand July 1, 1914-----	\$37,019.06	
For establishing new life-saving stations and lifeboat stations on the sea and lake coasts of the United States, authorized by law, \$25,000, to be available until expended-----	25,000.00	\$62,019.06

EXPENDITURES, COAST GUARD, 1915.

Pay and allowances:

Commissioned officers—

Pay active list (including cadets and instructor)---	\$660,667.15	
Pay retired list-----	180,977.44	
Commutation of quarters--	27,464.00	
Heat and light-----	5,873.31	
		\$874,981.90

Warrant officers and enlisted
men—

Pay active list-----	2,398,448.95	
Pay retired list-----	33,906.99	
Clothing allowance-----	36,695.00	
		2,469,050.94

\$3,344,032.84

Rations:

Commuted-----	259,571.20	
In kind-----	159,902.61	

419,473.81

Clerks to district superintendents-----

10,800.00

Fuel and water:

Coal-----	204,617.49	
Fuel oil-----	15,343.83	
Wood-----	11,713.48	
Water-----	10,361.98	

242,036.78

Outfits, ship chandlery, etc-----

367,446.05

Rebuilding and repairing stations, etc:

Rebuilding and repairing-----	164,646.53	
Temporary leases, etc-----	18,084.30	
Rental submarine signal apparatus-----	1,000.00	

183,730.83

Travel-----

29,927.25

Provisions act May 4, 1882 (disability claims)-----

69,834.92

Draft animals and their maintenance-----

21,342.38

Telephone lines-----

15,408.72

Special services: Pay of civilian employees in the field, including
caretakers of stations where necessary-----

59,450.84

Contingent expenses:

Advertising-----	\$860.12	
Communication service-----	8,952.51	
Courts, etc-----	872.76	
Docking of vessels-----	7,767.15	
Furnishing of light, heat, power, etc-----	1,571.34	
Labor-----	2,477.76	
Medals-----	1,183.99	
Newspapers and periodicals-----	301.50	
Stationery-----	2,600.00	
Subsistence and support of persons-----	2,028.95	
Repairs to station apparatus-----	25,661.58	
Transportation of things-----	16,519.16	
Miscellaneous-----	860.77	

71,657.59

Total expenditures-----

4,835,142.01

Unexpended balance-----

52,099.60

Amount of appropriations-----

4,887,241.61

Repairs to revenue (Coast Guard) cutters-----	\$172, 859. 17
Unexpended balance-----	2, 140. 83
Amount of appropriation-----	<u>175, 000. 00</u>
Establishing life-saving (Coast Guard) stations-----	19, 751. 53
Unexpended balance-----	<u>42, 267. 53</u>
Amount of appropriation plus balance July 1, 1914-----	62, 019. 06

ADMINISTRATIVE MEASURES.

Reorganization.—The organization of the Coast Guard under the act of January 28, 1915, has progressed satisfactorily, and at this time, less than six months after the passage of the act, there is every evidence that this long-recommended and much-needed legislation is accomplishing the object sought, namely, the enhanced efficiency of the life-saving function of the Government by the rehabilitation of the personnel concerned.

A board of competent officers selected from the former Life-Saving Service and Revenue-Cutter Service has been steadily engaged revising the regulations of those two services and combining them in accordance with law into new regulations for the Coast Guard. As quickly as each chapter of the regulations is completed it is promulgated to the service at large in the form of a general order. It is hoped to complete the task within three months, when the several general orders will be published in one volume as a book of regulations.

The Coast Guard being a part of the military forces of the Government, the military system of the former Revenue-Cutter Service has been utilized as a basis for the organization of the Coast Guard. This has necessitated many changes in matters affecting the status and discipline of that portion of the Coast Guard which was formerly the Life-Saving Service, and it is very gratifying to observe how readily the transferred personnel of that service have adapted themselves to the new conditions.

A committee representing the Navy and the Coast Guard has been at work to recommend such interdepartmental regulations and agreements as may be necessary in order to make the Coast Guard most effective as an adjunct to the Navy for the national defense, as contemplated by existing law.

The transfer of the personnel of the former Life-Saving Service to the Coast Guard was accomplished by issuing appointments as commissioned officers, warrant officers, and petty officers to the district superintendents, keepers, and No. 1 surfmen, respectively, and regularly enlisting the surfmen.

Under the several provisions of the Coast Guard act a total of 125 persons has been retired from active service, as follows:

Having reached the age of 64 years' service:	For physical disability, upon the recommendation of a retiring board:
COMMISSIONED OFFICERS.	WARRANT OFFICERS.
4 district superintendents.	1 boatswain.
WARRANT OFFICERS.	5 keepers.
3 master's mates.	1 carpenter.
1 boatswain.	PETTY OFFICERS.
32 keepers.	4 No. 1 surfmen.
1 carpenter.	OTHER ENLISTED MEN.
PETTY OFFICERS.	21 surfmen.
9 No. 1 surfmen.	Having completed more than 30 years' service.
OTHER ENLISTED MEN.	COMMISSIONED OFFICERS.
2 seamen.	1 captain.
31 surfmen.	WARRANT OFFICERS.
2 firemen.	4 keepers.
2 stewards.	
1 cook.	

In filling vacancies, the system in vogue in the former Life Saving Service has been changed somewhat in the organization of the Coast Guard. Promotion to the grade of No. 1 surfman (petty officer) is made by selection from the grade of surfman, and promotion to keeper (warrant officer) is made by selection from the grade of No. 1 surfman. Warrant officers and petty officers are required to serve a satisfactory probationary period of six and three months, respectively, before permanent appointments are issued. In addition warrant officers must pass a satisfactory mental examination. Keepers alone are eligible for promotion to the grade of district superintendent, and the selection to fill a vacancy in this latter grade is made by examination which is strictly competitive, the candidate attaining the highest average being awarded the promotion.

The administrative office of the Coast Guard (headquarters) has been organized in five divisions, as follows:

1. Division of operations, having cognizance of matters relating to the personnel and operations of the service.
2. Division of material, having cognizance of matters relating to supplies, outfits, equipment, accounts, and the files.
3. Division of construction and repair, having cognizance of matters relating to the construction of and repairs to the hulls of vessels and boats, stations, wharves, and all other property.
4. Division of engineering, having cognizance of matters relating to the construction of and repairs to the motive power of vessels and boats and the machinery of all other property.
5. Division of inspection, having cognizance of matters relating to the inspection of vessels, stations, boats, and all other property.

The clerical force employed in the former Bureau of Life Saving Service and former Division of Revenue-Cutter Service has been transferred to the Coast Guard headquarters and assigned to appropriate duties among the several divisions.

Discipline.—During the year 86 general courts and 148 minor courts were convened for the trial of 1 officer and 233 men of the Coast Guard, resulting in 12 acquittals and 218 convictions; 1 case was nolle prossed and 3 not completed. The department has continued the policy of suspending sentence and placing on probation men who have been convicted of desertion and other offenses against military discipline (not essentially of a criminal nature), when the sentence imposed involves imprisonment or other serious punishment, and there is a recommendation for clemency or there appears to be circumstances in extenuation. Reports on the conduct of the probationer are made at regular intervals, and at the expiration of his period of enlistment the sentence is mitigated or remitted entirely, according to the nature of the several conduct reports. If, on the other hand, the conduct reports indicate that the probationer is incorrigible or is making no effort to redeem himself, action on the sentence is taken accordingly. As one result of this plan, during the past year it was necessary to put in effect sentences involving imprisonment in two cases only, and it is gratifying to note that in most cases the men placed on probation have shown an earnest desire to avail themselves of the opportunity thus afforded to regain their status.

Coast Guard Academy.—During the year a total of 16 cadets and cadet engineers have been under instruction at the academy at New London, Conn. Four cadet engineers successfully completed the prescribed course and were commissioned third lieutenants of engineers in August, 1914, and the same month six cadets and four cadet engineers were appointed. One cadet resigned October 1, 1914. The annual cruise of the cutter *Itasca* with the cadets covered the period between June 6 and September 14, 1914. The winter term at the academy is devoted to theoretical studies, while the cruise of the *Itasca* affords the opportunity for practical instruction of cadets during the varying conditions of weather at sea in seamanship, navigation, engineering, gunnery, etc. The junior cadets are given actual experience on deck, in the boats, and in the fireroom, while the senior cadets are required to perform, under the immediate supervision of the officers, the actual duties of navigating the vessel and of handling her, both in the engine room and on the bridge. The number of cadets being limited, considerable individual instruction is possible, and there is opportunity to give each cadet extensive practice in performing important duties, all of which tends to develop confidence and self-reliance, and better prepares them for the responsibilities of commissioned officers.

Competitive examinations were held in June, 1915, to select the new class which will enter the academy in August. It is desired to appoint seven cadets and four cadet engineers, and in order to obtain a wide field for competition the examinations were held at the following cities: Boston, New York, Philadelphia, Baltimore, Washington, Norfolk, Savannah, San Francisco, and Chicago.

Cadet engineers are appointed at the minimum age of 20 years and serve a probationary period of one year at the academy. Cadets of the line are appointed at the minimum age of 18 years and serve a probationary period of three years. The scope of the examination for appointment as cadet engineer is, consequently, more advanced than for cadets of the line, and a candidate to compete successfully

for appointment as cadet engineer must have had a certain amount of preliminary training in mechanics, steam engineering, and electricity. Despite every effort that has been made to advertise the existing vacancies only three candidates finally qualified for the annual competitive examination in June, 1915, and it is quite evident from the experience of the past three years that with the present requirements it is becoming increasingly difficult to recruit the engineer corps with efficient young men.

Two remedies for this condition suggest themselves, namely, to reduce the age limit and the scope of the examination for cadet engineers and increase the probationary term to three years; or to discontinue the appointment of cadet engineers and train cadets for both line and engineering duty. These matters are now receiving earnest consideration, and it is expected to be able to make definite recommendation in the next annual report. Meanwhile, the policy of detailing junior line officers for engineering duty, which was inaugurated during the previous year to relieve the condition incident to the large number of vacancies in the engineer corps, has been continued in the past fiscal year.

Medical officers on cutters.—The act of June 27, 1914, authorizes the Secretary of the Treasury to detail for duty on Coast Guard cutters such surgeons of the Public Health Service as he may deem necessary, and plans have been perfected with the Surgeon General of the Public Health Service to assign medical officers to the several cutters to the extent permitted by the limited personnel at his disposal. Medical officers are now regularly assigned to seven cutters and temporary details are made to three other cutters when proceeding on extensive cruises. Aside from the necessity for the services of a medical officer on each cutter to conserve the health of a crew totaling an average of 70 persons, who are frequently engaged in work involving hazard and exposure, all cruising cutters are often called upon for medical or surgical aid by the crews of merchant vessels at sea or in remote places. When a surgeon is available much unnecessary suffering is alleviated among seafaring men along our coasts, and undoubtedly at times seamen's lives are saved through this prompt medical attention.

It is hoped that during the current year it may be possible to provide for the regular detail of surgeons to a part, if not all, of the remaining cruising cutters.

New vessels, stations, and equipment.—The new cutters *Ossipee* and *Tallapoosa*, authorized by the act of June 24, 1914, have been completed and will be taken to the service depot at South Baltimore to receive their outfits and equipment. It is expected these vessels will be ready for service by the middle of August, when they will be assigned to duty on the New England and Gulf coasts, respectively, to replace the *Woodbury* and *Winona*, which latter cutters, being old and unserviceable, will be withdrawn from active service and sold.

The old radio sets of the *Seminole*, *Onondaga*, and *Androscoggin* have been replaced with modern high-powered installations. The necessary material to similarly equip the *Bear* has been purchased but not yet installed.

A contract has been entered into for the construction of the new station at Mackinac Island, authorized by the act of August 24, 1912. The work has begun and is progressing satisfactorily.

It has not been possible to proceed with the construction of the new station authorized by the act of August 24, 1912, to be established at Seagate, New York, because of difficulties in securing title to the necessary site.

Steps have been taken to obtain suitable sites for the new stations at Duxbury Reef, California, and Siuslaw River, Oregon, authorized by the acts of March 3 and March 4, 1915, respectively.

Contracts were executed for the construction of eight 36-foot self-bailing, self-righting motor lifeboats, and twenty 26-foot self-bailing surfboats, and of these four lifeboats and eleven surfboats have been completed and put in service.

Repairs and improvement to cutters and stations.—In addition to the current repairs necessary for the upkeep of the fleet, extensive repairs have been made to the following vessels:

Seminole.—The installation of the new boilers has been completed, and with the renewal of certain portions of the hull this vessel is now in a very efficient condition for a craft of her age.

Windom.—In January, 1915, this vessel was sent to the Service Depot at Baltimore for the first extensive repair since she was built in 1896. Her low freeboard and small coal capacity greatly restricted the field of her activities and made her unavailable for extensive cruising in the waters of the Gulf of Mexico, where she was stationed. Her hull has been raised forward by the addition of a fore-castle deck, her freeboard increased by fitting solid bulwarks throughout her entire length, and new boilers are being installed. In addition provision will be made for oil fuel which will practically double her steaming radius.

The following stations have been rebuilt or extensively repaired:

Atlantic and Gulf Coast.—At Chatham, Mass., the station has been rebuilt on a new site; masonry seawalls have been constructed at Watch Hill, R. I., and bulkheads and revetments at Corsons Inlet and Hereford Inlet, N. J., to protect the stations at those points from the encroachment of the sea.

Pacific coast.—At Humboldt Bay, Cal., extensive damage to the launchway has been repaired. At Point Adams, Oreg., the boathouse has been moved to a new location and the launchway rebuilt. At Nome, Alaska, a new boathouse and a launchway have been constructed to replace those destroyed by storm.

Great Lakes.—On Lake Huron a new boathouse with extensive breakwater protection has been constructed at Pointe aux Barques, the breakwater rebuilt and boathouse repaired at Harbor Beach, and the boathouse and launchway rebuilt at Lake View Beach, all in Michigan. On Lake Erie, at Cleveland, Ohio, extensive repairs have been made to the station foundations and bulkhead and a rock-mound breakwater constructed.

Contracts have been awarded and work begun in connection with the following projects: Rebuilding stations at Point of Woods, Long Island; Cape Fear, N. C.; Coos Bay, Oreg.; Milwaukee, Wis.; and Oswego, N. Y. Moving buildings to new site at Sandy Hook, N. J., rebuilding of boathouse and crew's quarters at Fort Point, Cal., and construction of a rock breakwater at Marblehead, Ohio.

At Velasco, Tex., action on changing the location of the buildings has been deferred pending negotiations for a suitable site.

Repair depot at Arundel Cove, Md.—The value of this depot to the Coast Guard is constantly increasing. In addition to manufacturing most of the small boats, awnings, covers, and other items of outfit for the cutters, the extensive repairs to the *Seminole* and *Windom* were made at this plant and the following cutters were overhauled and received minor repairs: *Androscoggin*, *Apache*, *Guthrie*, *Itasca*, and *Onondaga*. The new cutters *Ossipee* and *Tallapoosa* will be prepared for service at the depot, where the necessary outfits already have been assembled.

The facilities of this depot have been extended to the floating equipment of the Public Health Service when requested.

RECOMMENDATIONS.

New vessels.—For four years it has been regularly urged that new vessels be authorized—one for the Pacific coast and one for New York harbor. The vessel for the Pacific coast is intended to replace the *Perry*, which was wrecked in the vicinity of the Pribilof Islands in 1910. During the past year the service sustained a further loss in the *Tahoma*, which struck an uncharted reef south of the Aleutian Chain in September, 1914, while engaged in patrolling those waters in the enforcement of the international convention for the protection of the seal herds. The loss of these two vessels has seriously curtailed the activities of the Coast Guard on the Pacific coast, and the service is now obliged to undertake the enforcement of the sealing convention with but one cutter. It is therefore imperatively necessary that two new vessels be provided for this very important work, involving as it does the fulfillment of international obligations. Seven hundred thousand dollars should be provided for the construction of these two vessels.

The old cutter *Manhattan* now limps along with worn-out hull and machinery, performing in a very inefficient manner the important duty of regulating the anchorage of vessels in the greatest American seaport. Since first recommending the replacement of this antiquated craft, now over 42 years old, the cost of ships has so far advanced that it will be necessary to provide an appropriation of \$125,000, instead of the original estimate of \$110,000. Plans have already been prepared for this much-needed craft, and it is hoped that the necessary appropriation will be forthcoming as early as practicable during the approaching session of Congress.

A new harbor cutter to replace the *Hartley* at San Francisco is urgently needed. That vessel was built in 1875, and has been in service for 40 years. Her wooden hull is rotten, her machinery antiquated and in very bad condition, requiring frequent repairs. The boat is not worth rebuilding. In April, 1914, without accident of any kind, she began to fill at her dock and was quickly taken into shoal water nearby, where she sank. The cutter was raised and repaired as well as the general bad condition of her hull would permit, but had this incident occurred while she was underway the lives of her crew and the customs inspectors, who are obliged to use the vessel, would have been seriously jeopardized. It is earnestly recommended that an appropriation of \$50,000 be provided to build or purchase a suitable cutter to replace the *Hartley*.

The recommendation for a cruising cutter to cost \$350,000 for duty in the waters adjacent to the Panama Canal is renewed. Such a vessel, as before pointed out, would be of great assistance in aiding vessels which may be in distress, and in boarding them for the purpose of enforcing the navigation laws.

Rebuilding and repair of stations.—There are 279 stations in the Coast Guard, and of these there are 21 which should be rebuilt as soon as possible. The oldest of the 21 stations was built 43 years ago, the newest is 29 years old, and the average age of all is 37 years. These buildings, which are small frame structures, on wooden foundations, have passed the stage when they can be satisfactorily repaired and are in a deplorable condition. They were erected in the early days, when the means at the disposal of the service were smaller and the requirements less, and would not, if they could be repaired, afford adequate quarters for the men and apparatus now employed at the stations. Leaks in roofs and settlement due to failing foundations have opened up many of the buildings until they are not water-tight, permitting rain, snow, and sand to penetrate the living quarters, rendering them insanitary, unsuitable, and a cause of complaint, not only from the men who occupy them but from the neighboring property owners.

At 25 stations the boathouses or launchways are unsafe or in such condition as to seriously interfere with the rescue work required of the crews, and this condition is due to the fact that it has been necessary repeatedly to postpone repairs because of the lack of funds in the appropriation.

To effect the rebuilding and repairs most urgently needed the sum of \$235,000 was requested in the estimates submitted for the fiscal year 1916. Of this amount the last Congress provided but \$135,000, and as the greater part of this sum is needed for launching facilities, the rebuilding of dilapidated stations must again be postponed. There can be no hesitancy in choosing between repairs of a general character and maintaining launchway facilities when funds are not available for both, for upon these latter facilities depend the prompt and efficient life-saving activities of the service.

To accomplish the rebuilding of, or extensive repairs to, the several stations which particularly require such attention, there should be provided for the fiscal year 1917 the sum of \$300,000, and it may be added that the longer these stations are permitted to continue in a state of nonrepair the greater must be the ultimate expenditure in order to correct that condition.

Extending the active season.—Owing to the frequency of storms on the Atlantic coast during the months of May and August and responding to the earnest solicitations of the maritime interests and the public press of the country, Congress by the act of August 3, 1894, authorized the extension of the so-called active season (when the stations are open and manned) to include those months. The active season as thus defined began on the 1st day of August and ended on the 31st day of May succeeding. This is the latest act regulating the opening and closing of Coast Guard stations, and is the law at this time. The above extension of the active season was accompanied by very gratifying results, and for a number of years generally served the purpose sought to be attained by the legislation. Since the intro-

duction of motor-propelled boats, however, and their extensive use both for commercial and pleasure purposes, conditions have so materially changed along our eastern seaboard as to suggest the advisability, if not the actual necessity, of a further lengthening of the active season to include the entire year.

The period during which the stations can not under the law be manned, namely, the months of June and July, witnesses the greatest activity among such craft, and this activity is attended by numerous accidents, resulting in loss of life and property. This has been the subject of thoughtful attention for some years past, but the constantly increasing demands for funds for other necessary purposes (coincident with the growth of the establishment), such as the replacing of old and inadequate station buildings with modern structures sufficient to accommodate the improved apparatus and the introduction of motor-propelled life and surf boats, together with other new equipment, have deterred the department from approaching Congress for this much-needed legislation. It is evident that the time is not far distant when decisive action to that end will have to be taken in order that the Coast Guard may be in position to extend its full protection to this class of maritime traffic, which is so rapidly increasing in volume.

Reference to another important consideration bearing upon this subject should not be omitted. The men at the stations, who are enlisted for a term of one year, are subjected to a compulsory leave of absence without pay during the two months the stations are closed, namely, June and July. They are therefore thrown out of regular employment. Such employment as they are usually able to find in these months, like boating, fishing, etc., is at its very height at the time they are recalled to duty, so that it is not possible for them to engage in any business except of the most temporary and shifting character—odd jobs which yield them meager returns. They find, as a rule, even among the most frugal, that whatever savings they may have accumulated during 10 months of their enlistment year are used up during this period of enforced absence from duty.

To say the least, it is a matter of grave doubt whether any well-ordered business establishment, aside from considerations affecting the personal welfare of its employees, could afford to pursue a like policy.

It is believed that the physical and mental character of the enlisted personnel as well as the discipline of the service could be maintained at a higher standard if the men could be assured of unbroken employment throughout the year for which they enlist, and that the efficiency and usefulness of the Coast Guard would be correspondingly promoted thereby.

No provision of law whereby a responsible person may perform the duties of keeper during the absence of the latter in the inactive season.—Special attention is invited to a matter closely related to the subject just discussed and which it is believed calls for early remedial action by Congress. The law requires that keepers of Coast Guard stations shall "reside continually at or in the immediate vicinity of their respective stations," and provides annual compensation for them. There is therefore no inactive season so far as keepers are concerned.

In case of the temporary absence of a keeper on account of sickness or other disability during the so-called inactive season he is paid his full compensation allowed by law, employs a person at his own expense to take charge of the station, and is reimbursed for the amount thus paid upon the establishment of a claim for benefits under the provisions of section 7 of the act of May 4, 1882. This proceeding is fundamentally wrong, subversive of discipline, and detrimental to the interests of the Government, and should be discontinued, because it results in placing in charge of a Coast Guard station a person who is not amenable to the laws and regulations of the service, and therefore not responsible to the Government. There is no alternative, however, as under existing law a surfman can not be placed on duty at a station during the inactive season, except he be summoned for temporary duty in connection with wrecks or rescue work, in which case the law specifically provides for such employment.

It also frequently becomes necessary to detail a keeper during the inactive season for other important temporary duty for which he is peculiarly qualified. Even in a case of this kind the service is put to the extremity of having an irresponsible person take charge of the station in the absence of the keeper. An exactly similar situation arises in case of the death of a keeper, pending the designation of his successor.

It is essential that at least one responsible member of the Coast Guard be on duty at each station at all times during the inactive season to protect and care for the public property, to intelligently conduct the business of the station, and who is vested with full authority to collect a crew and competent to take charge of and direct them in the event of a shipwreck or other disaster.

The removal of the present legislative restriction against the employment of surfmen during the inactive season is therefore necessary for the proper conduct of the Coast Guard, and it is earnestly recommended that Congress be requested to provide appropriate legislation to the end that the regularly enlisted personnel of the service may be assigned to duty at stations during the inactive season to meet such emergencies as have been enumerated.

Saving of life and property on interior navigable waters.—The recommendation made in the last two annual reports for authority to construct and maintain three light-draft cutters on the Ohio and Mississippi Rivers and their tributaries is renewed. The fact that the floods during the past two years have not resulted in very serious damage on these waters does not indicate, by any means, that there is to be a continuous exemption of serious consequences from the annual rise in these rivers. There is a constantly growing demand for the services of cutters along these inland waterways, in connection with the policing and regulation of the vast fleet of motor boats which is annually being augmented. Numerous occasions have arisen when the services of cutters would have been instrumental in saving life and property from accidents which occur along the rivers. The increased cost of such a patrol would be inconsiderable compared with the benefits to be derived, and the people along the banks of the inland waters, it would appear, are as much entitled to Federal protec-

tion of this kind as are those who live along the shores of the sea-coast and the Great Lakes.

Service depot in Alaska.—Attention is again invited to previous recommendations looking toward the establishment of a permanent supply depot at Unalaska or Dutch Harbor. As before indicated, the saving in fuel alone for vessels of the Coast Guard would amount to not less than \$18,000 per annum. As vessels of the Fish Commission, Coast Survey, Lighthouse Establishment, and, occasionally, naval vessels could make use of this general supply depot, the saving on their account would, in all probability, amount to as much as for the Coast Guard cutters. Estimates of the cost of such a supply depot indicate that it could be purchased and fitted up complete for approximately \$150,000. An annual saving of \$36,000, incident to an investment of only \$150,000, is so evidently a good business proposition as to need no further argument in its behalf.

**FUNCTIONS, DUTIES, AND ORGANIZATION OF THE
UNITED STATES COAST GUARD**



FUNCTIONS, DUTIES, AND ORGANIZATION OF THE UNITED STATES COAST GUARD.

FUNCTIONS AND DUTIES.

The Coast Guard was created by the act of Congress approved January 28, 1915, which provided—

That there shall be established in lieu of the existing Revenue-Cutter Service and the Life-Saving Service, to be composed of those two existing organizations, with the existing offices and positions and the incumbent officers and men of those two services, the Coast Guard, which shall constitute a part of the military forces of the United States and which shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. When subject to the Secretary of the Navy in time of war the expense of the Coast Guard shall be paid by the Navy Department: *Provided*, That no provision of this act shall be construed as giving any officer of either the Coast Guard or the Navy, military or other control at any time over any vessel, officer, or man of the other service except by direction of the President.

SEC. 2. * * * All duties now performed by the Revenue-Cutter Service and Life-Saving Service shall continue to be performed by the Coast Guard, and all such duties, together with all duties that may hereafter be imposed upon the Coast Guard, shall be administered by the captain commandant, under the direction of the Secretary of the Treasury.

The Revenue-Cutter Service was originally established in 1790, at the second session of the First Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the services of a coast patrol for the enforcement of the customs laws and an organized armed force for the protection of the seacoast, there being at that time no Naval Establishment. By evolutionary processes coincident with the steady growth of the Nation, additional duties were successively added to this service to meet the ever-increasing demands of the maritime interests in so far as they were connected with governmental functions, so that at the time of the passage of the act above noted the Revenue-Cutter Service had become essentially an emergency service, specializing in the performance of governmental maritime duties.

The Life-Saving Service was not the creation of a single legislative act, but the result of a series of enactments dating back to 1848—for many years desultory and fragmentary—which had in view the preservation of life and property from shipwreck on the coast. In 1871 a definite life-saving system was inaugurated and administered in conjunction with the Revenue-Cutter Service until June 18, 1878, when, as a consequence of the development and growth of the work and of its importance to commerce and humanity, Congress established the Life-Saving Service as a separate organization.

As the Life-Saving Service was maintained for the purpose of saving life and property along the coast, and as one of the principal

functions of the Revenue-Cutter Service in time of peace was to perform similar duties on the seas, the two services necessarily cooperated with and supplemented each other to a considerable extent in this work of conservation, and it became apparent to the Secretary of the Treasury that closer coordination and increased efficiency would result from the union of both services in one organization. The matter was accordingly presented to Congress with strong recommendations for the enactment of the necessary legislation, and the deliberations of that body resulted in the Coast Guard act of January 28, 1915.

It is interesting to note that the formation of the Coast Guard presents the somewhat unusual feature of an offshoot of an older service of the Government being developed independently, and finally with its parent organization merged into a new branch of Federal activity, which, while preserving the primary object of conservation of life and property, is capable, by means of its broader foundation, of expanding its sphere of usefulness along both civil and military lines in all maritime functions connected with the Government.

In general the duties of the Coast Guard may be classified as follows:

1. Rendering assistance to vessels in distress and saving life and property.
2. Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.
3. Extending medical aid to United States vessels engaged in deep-sea fisheries.
4. Protection of the customs revenue.
5. Operating as a part of the Navy in time of war or when the President shall direct.
6. Enforcement of law and regulations governing anchorage of vessels in navigable waters.
7. Enforcement of law relating to quarantine and neutrality.
8. Suppression of mutinies on merchant vessels.
9. Enforcement of navigation and other laws governing merchant vessels and motor boats.
10. Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.
11. Protection of game and the seal and other fisheries in Alaska, etc.
12. Enforcement of sponge-fishing law.

While the foregoing represent the principal duties, it is impossible to enumerate all the tasks that fall to this service, for it is essentially an emergency service, and it seems to be generally recognized that all the great departments of the Government should call upon the Coast Guard for any special work of a maritime nature for which no vessels are especially maintained.

During all periods of the year, and at such times as least to interfere with the emergent duties of a civil nature, a rigid system of military discipline and training is maintained to fit the personnel for the duty of operating as a part of the Navy at any time, as the law requires. This function of the Coast Guard has always been of value, since in all wars to which the United States has been a party the Government has had at hand an auxiliary force, properly disciplined and trained, ready to become a part of the regular naval forces as occasion required.

ORGANIZATION.

The Coast Guard occupies a peculiar position among other branches of the Government, and necessarily so from the dual character of its work, which is both civil and military. Its organization, therefore, must be such as will best adapt it to the performance of both classes of duties, and as a civil organization would not suffice for the performance of military functions, the organization of the service must be and is by law military. More than 120 years of practical experience has demonstrated that it is by means of military drills, training, and discipline that the service is enabled to maintain that state of preparedness necessary for the prompt performance of its most important civil duties, which, as has been stated, are largely of an emergent character.

The organization of the service is as follows:

1. The Secretary of the Treasury.
2. Assistant Secretary of the Treasury. (Having supervision.)
3. Captain Commandant, who is charged with the administration of the service. His office is at Washington.
 - A. General administration. The office of the Captain Commandant (Headquarters) is subdivided as follows:
 - I. Division of Operations.
 - a. Section of Personnel and Operations.
 - b. Section of Ordnance and Communication.
 - c. Section of Law.
 - d. Section of Statistics.
 - II. Division of Matériel.
 - a. Section of Supplies.
 - b. Section of Accounts.
 - c. Section of Mail and Files.
 - III. Division of Construction and Repair.
 - IV. Division of Engineering.
 - V. Division of Inspection.
 - B. Field service.
 - I. Northern division, Pacific coast. In charge of a senior officer stationed at Seattle, Wash., who directs the movements of, and is responsible for, the efficiency of the vessels of his division, as follows:

Name.	Headquarters.	Cruising limits.
Manning.....	Astoria, Oreg.....	General cruising on Pacific, north of Cape Blanco, Oreg.
Unalga.....	Seattle, Wash.....	Do.
Snohomish.....	Neah Bay, Wash.....	Vicinity of Cape Flattery, Wash.
Arcata.....	Port Townsend, Wash.	Puget Sound.
Guard.....	Friday Harbor, Wash.	Do.
Scout.....	Seattle, Wash.....	Do.

- II. Southern division, Pacific coast. In charge of a senior officer stationed at San Francisco, Cal.:

Name.	Headquarters.	Cruising limits.
McCulloch.....	San Francisco, Cal....	General cruising on Pacific, south of Cape Blanco, Oreg.
Bear.....	San Diego, Cal.....	Do.
Golden Gate.....	San Francisco, Cal....	Boarding duty for customs.
Hartley.....	do.....	Do.

- III. Bering Sea Patrol Fleet. Composed of vessels detailed from the northern and southern divisions from May to October each year. In charge of a senior officer stationed at Unalaska, Alaska.
- IV. New York division. In charge of a senior officer¹ stationed at New York, N. Y.

Name.	Headquarters.	Cruising limits.
Seneca.....	New York, N. Y.....	Derelict destroyer for Atlantic coast.
Mohawk.....	do.....	From Gay Head, Mass., to Delaware Breakwater.
Manhattan.....	do.....	Anchorage patrol in New York Bay and Harbor.
Guide.....	do.....	Do.
Hudson.....	do.....	Boarding duty for customs.
Calumet.....	do.....	Do.

¹ This senior officer is also supervisor of anchorages for New York and vicinity.

- V. Eastern division. In charge of a senior officer stationed at Boston, Mass.

Name.	Headquarters.	Cruising limits.
Ossipee.....	Portland, Me.....	From Eastport, Me., to Cape Ann, Mass.
Androscoggin.....	Boston, Mass.....	Eastern fishing banks. Carries medical aid to deep-sea fishermen.
Gresham.....	do.....	From Portsmouth, N. H., to Nantucket Shoals Lightship.
Winnisimmet.....	do.....	Boarding duty for customs.
Acushnet.....	Woods Hole, Mass.....	Buzzards Bay, Nantucket Shoals, Vineyard Sound, and adjacent waters.

- VI. Independent vessels. The other vessels of the service are stationed as follows: The commanding officer of each vessel is responsible for the efficiency of his command. The movement of these vessels and the inspection of the same is directed by the Washington office.

Name.	Headquarters.	Cruising limits.
Onondaga.....	Norfolk, Va.....	Great Egg Harbor, N. J., to Cape Hatteras.
Wissahickon.....	Philadelphia, Pa.....	Boarding duty for customs.
Apache.....	Baltimore, Md.....	Chesapeake Bay and tributaries.
Guthrie.....	do.....	Boarding duty for customs.
Pamlico.....	Newbern, N. C.....	Pamlico and Albemarle Sounds.
Seminole.....	Wilmington, N. C.....	Cape Hatteras to Charleston, S. C.
Yamacraw.....	Savannah, Ga.....	Cape Romaine to Cape Canaveral.
Tybee.....	do.....	Boarding duty for customs.
Miami.....	Key West, Fla.....	Fernandina, Fla., to Tampa, Fla., and Gulf of Mexico.
Algonquin.....	San Juan, P. R.....	Waters of Porto Rico.
Penrose.....	Pensacola, Fla.....	Boarding duty for customs.
Alert.....	Mobile, Ala.....	Do.
Tallapoosa.....	do.....	Mouth of the Mississippi River to Port Tampa, Fla.
Davey.....	New Orleans, La.....	Boarding duty for customs.
Windom.....	Galveston, Tex.....	From New Orleans, La., to the mouth of the Rio Grande.
Morrill.....	Detroit, Mich.....	Lakes Huron, St. Clair, and Erie.
Tuscarora.....	Milwaukee, Wis.....	Lake Michigan and Lake Superior.
Thetis.....	Honolulu, Hawaii.....	General cruising on Pacific.
Itasca.....	Service depot, Baltimore, Md.....	Relief vessel and practice ship for cadets.
Mackinac ¹	Sault Ste. Marie, Mich.....	St. Marys River.

¹ And 3 launches. (In charge of an officer stationed at Sault Ste. Marie, who is charged with the enforcement of laws regulating the anchorage of vessels and the movement of traffic in the "Soo Canal" and St. Marys River, Great Lakes.)

VII. First coast district—Maine and New Hampshire. In charge of a superintendent stationed at Portsmouth, N. H., who is responsible for the efficiency of the stations in his district.

Name of station.	State.	Locality.
Quoddy Head.....	Maine.....	Carrying Point Cove.
Cross Island.....	do.....	Off Machiasport.
Great Wass Island.....	do.....	Off Jonesport.
Cranberry Islands.....	do.....	Little Cranberry Island, off Mount Desert.
White Head.....	do.....	On southwest end White Head Island.
Burnt Island.....	do.....	Off mouth St. Georges River.
Damiscove Island.....	do.....	On the west shore of Damiscove Harbor.
Hunniwells Beach.....	do.....	On west side mouth Kennebec River.
Cape Elizabeth.....	do.....	Near the Lights.
Fletchers Neck.....	do.....	Biddeford Pool, Fletchers Neck.
Portsmouth Harbor.....	do.....	Wood Island, Portsmouth Harbor.
Wallis Sands.....	New Hampshire.....	1½ miles south of Odiorne Point.
Isles of Shoals.....	Maine.....	On Appledore Island.
Rye Beach.....	New Hampshire.....	North end of Rye Beach.
Hampton Beach.....	do.....	1½ miles north of Great Boars Head.

VIII. Second coast district. Massachusetts. In charge of a superintendent stationed at Provincetown, Mass.

Name of station.	State.	Locality.
Salisbury Beach.....	Massachusetts.....	¾ mile south of State line.
Newburyport.....	do.....	North end of Plum Island, mouth of Merrimac River.
Plum Island.....	do.....	On Plum Island, 2½ miles from south end.
Straitsmouth a.....	do.....	¾ mile west of Straitsmouth Light.
Gloucester.....	do.....	Old House Cove, westerly side of harbor, 1½ miles from town.
Nahant.....	do.....	On the neck, close to Nahant.
City Point.....	do.....	Floating station in Dorchester Bay, Boston Harbor.
Point Allerton.....	do.....	1 mile west of Point Allerton.
North Scituate.....	do.....	2½ miles south of Minots Ledge Light.
Fourth Cliff.....	do.....	South end of Fourth Cliff, Scituate.
Brant Rock.....	do.....	On Green Harbor Point.
Gurnet.....	do.....	4½ miles northeast of Plymouth.
Manomet Point.....	do.....	6½ miles southeast of Plymouth.
Wood End.....	do.....	¾ mile east of light.
Race Point.....	do.....	1½ miles northeast of Race Point Light.
Peaked Hill Bars.....	do.....	2½ miles northeast of Provincetown.
High Head.....	do.....	3½ miles northwest of Cape Cod Light.
Highland.....	do.....	¾ mile northwest of Cape Cod Light.
Pamet River.....	do.....	3½ miles south of Cape Cod Light.
Cahoons Hollow.....	do.....	2½ miles east of Wellfleet.
Nauset.....	do.....	1½ miles south of Nauset lights.
Orleans.....	do.....	Abreast of Ponchet Island.
Old Harbor.....	do.....	¾ mile north of Chatham Inlet.
Chatham.....	do.....	1½ miles south-southwest of Chatham lights.
Monomoy.....	do.....	2½ miles north of Monomoy Light.
Monomoy Point.....	do.....	¾ mile southwest of Monomoy Light.
Coskata.....	do.....	2½ miles south of Nantucket (Great Point) Light.
Surfside.....	do.....	2½ miles south of the town of Nantucket.
Maddaket.....	do.....	6 miles west of Surfside.
Muskeget.....	do.....	Near west end of Muskeget Island.
Gay Head.....	do.....	Near light.
Cuttyhunk.....	do.....	Near east end Cuttyhunk Island.

a Formerly Davis Neck.

IX. Third coast division. Rhode Island and Fishers Island.
N. Y. In charge of a superintendent stationed at Wake-
field, R. I.

Name of station.	State.	Locality.
Brenton Point.....	Rhode Island.....	On Prices Neck.
Narragansett Pier.....	do.....	Northern part of the town.
Point Judith.....	do.....	Near light.
Green Hill.....	do.....	6 miles west of Point Judith Light.
Quonochontaug.....	do.....	7½ miles east of Watch Hill Light.
Watch Hill.....	do.....	Near light.
Fishers Island.....	New York.....	West shore of East Harbor.
Sandy Point.....	Rhode Island.....	Block Island, north side, near light.
New Shoreham.....	do.....	Block Island, east side, near landing.
Block Island.....	do.....	Block Island, west side, near Dick- ens Point.

X. Fourth coast district. Long Island, N. Y. In charge of a
superintendent stationed at Bay Shore, N. Y.

Name of station.	State.	Locality.
Ditch Plain.....	New York.....	3¼ miles southwest of Montauk light.
Hither Plain.....	do.....	¼ mile southwest of Ford Pond.
Napeague.....	do.....	Abreast of Napeague Harbor.
Amagansett.....	do.....	Abreast of the village.
Georgica.....	do.....	1 mile south of village of East Hamp- ton.
Meox.....	do.....	2 miles south of the village of Bridge- hampton.
Southampton.....	do.....	¼ mile south of the village.
Shinnecock.....	do.....	2 miles east-southeast of Shinnecock Light.
Tiana.....	do.....	2 miles southwest of Shinnecock Light.
Quogue.....	do.....	¼ miles south of the village.
Potunk.....	do.....	1½ miles southwest of Potunk vil- lage.
Moriches.....	do.....	2½ miles southwest of Speonk vil- lage.
Forge River.....	do.....	3¼ miles south of Moriches.
Smiths Point.....	do.....	Abreast of the point.
Bellport.....	do.....	4 miles south of the village.
Blue Point.....	do.....	4½ miles south of Patchogue.
Lone Hill.....	do.....	8 miles east of Fire Island Light.
Point of Woods.....	do.....	4 miles east of Fire Island Light.
Fire Island.....	do.....	¼ mile west of Fire Island Light.
Oak Island.....	do.....	East end of Oak Island.
Gilgo.....	do.....	West end of Oak Island.
Jones Beach.....	do.....	East end of Jones Beach.
Zachs Inlet.....	do.....	West end of Jones Beach.
Short Beach.....	do.....	¼ mile east of Jones Inlet.
Point Lookout.....	do.....	2 miles west of New Inlet.
Long Beach.....	do.....	Near west end of Long Beach.
Rockaway.....	do.....	Near the village of Rockaway.
Rockaway Point.....	do.....	West end of Rockaway Beach.
Eatons Neck.....	do.....	East side entrance to Huntington Bay, Long Island Sound.
Rocky Point.....	do.....	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.

XI. Fifth coast district. New Jersey. In charge of a superin-
tendent stationed at Asbury Park, N. J.

Name of station.	State.	Locality.
Sandy Hook.....	New Jersey.....	On Bay side ¼ mile south of point of Hook.
Spermaceti Cove.....	do.....	2½ miles south of Sandy Hook Light.
Sea Bright.....	do.....	About a mile south of Navesink Light.
Monmouth Beach.....	do.....	About a mile south of Sea Bright.
Long Branch.....	do.....	Greens Pond.

Name of station.	State.	Locality.
Deal.....	New Jersey.....	Asbury Park.
Shark River.....	do.....	Near the mouth of Shark River.
Spring Lake.....	do.....	2½ miles south of Shark River.
Squan Beach.....	do.....	1 mile southeast of Squan village.
Bayhead.....	do.....	At the head of Barnegat Bay.
Mantoloking.....	do.....	2½ miles south of head of Barnegat Bay.
Chadwick.....	do.....	5 miles south of head of Barnegat Bay.
Toms River.....	do.....	On the beach abreast mouth Toms River.
Island Beach.....	do.....	1½ miles south of Seaside Park.
Cedar Creek.....	do.....	5½ miles north of Barnegat Inlet.
Forked River.....	do.....	2 miles north of Barnegat Inlet.
Barnegat.....	do.....	South side of Barnegat Inlet.
Loveladies Island.....	do.....	2½ miles south of Barnegat Inlet.
Harvey Cedars.....	do.....	5½ miles south of Barnegat Inlet.
Ship Bottom.....	do.....	Midway of Long Beach.
Long Beach.....	do.....	1½ miles north of Beachhaven.
Bonds.....	do.....	2½ miles south of Beachhaven.
Little Egg.....	do.....	Near the light north of inlet.
Little Beach.....	do.....	South side of Little Egg Inlet.
Brigantine.....	do.....	5½ miles north of Absecon Light.
South Brigantine.....	do.....	3½ miles north of Absecon Light.
Atlantic City.....	do.....	At Absecon Light.
Absecon.....	do.....	2½ miles south of Absecon Light.
Great Egg.....	do.....	6½ miles south of Absecon Light.
Ocean City.....	do.....	South side of Great Egg Inlet.
Pecks Beach.....	do.....	3½ miles north of Corson Inlet.
Corson Inlet.....	do.....	Near the Inlet, north side.
Sea Isle City.....	do.....	3½ miles north of Townsend Inlet.
Townsend Inlet.....	do.....	Near the Inlet, north side.
Avalon.....	do.....	3½ miles southwest from Ludlam Beach Light.
Stone Harbor.....	do.....	2½ miles northeast from Hereford Inlet Light.
Hereford Inlet.....	do.....	Near Hereford Light.
Holly Beach.....	do.....	6 miles northeast of Cape May city.
Two Mile Beach.....	do.....	4 miles northeast of Cape May city.
Cold Spring.....	do.....	½ mile east of Cape May city.
Cape May.....	do.....	Near the light.

XII. Sixth coast district. Coast between Delaware and Chesapeake Bays. In charge of a superintendent stationed at Lewes, Del.

Name of station.	State.	Locality.
Lewes.....	Delaware.....	2 miles west from Cape Henlopen Light.
Cape Henlopen.....	do.....	¾ mile southerly of Cape Henlopen Light.
Rahoboth Beach.....	do.....	Opposite north end of Rahoboth Bay.
Indian River Inlet.....	do.....	North of inlet.
Bethany Beach.....	do.....	7½ miles north of Fenwick Light.
Fenwick Island.....	do.....	1½ miles north of light.
Isle of Wight.....	Maryland.....	3 miles south of Fenwick Light.
Ocean City.....	do.....	At village.
North Beach.....	do.....	10 miles south of Ocean City.
Green Run Inlet.....	do.....	13½ miles northeast of Assateague Light.
Popes Island.....	Virginia.....	10 miles northeast of Assateague Light.
Assateague Beach.....	do.....	1½ miles south of Assateague Light.
Wallops Beach.....	do.....	1½ miles south of Chincoteague Inlet.
Metomkin Inlet.....	do.....	On Metomkin Beach, near the inlet.
Wachapreague.....	do.....	South end of Cedar Island.
Parramore Beach.....	do.....	Midway of beach.
Hog Island.....	do.....	South end of Hog Island.
Cobb Island.....	do.....	South end of Cobb Island.
Smith Island.....	do.....	At Cape Charles Light.

XIII. Seventh coast district. Virginia (south of Chesapeake Bay) and North Carolina. In charge of a superintendent stationed at Elizabeth City, N. C.

Name of station.	State.	Locality.
Cape Henry.....	Virginia.....	$\frac{1}{2}$ mile southeast of Cape Henry Light.
Virginia Beach.....	do.....	$5\frac{1}{2}$ miles south of Cape Henry Light.
Dam Neck Mills.....	do.....	10 miles south of Cape Henry Light.
Little Island.....	do.....	On beach abreast of North Bay.
False Cape.....	do.....	On beach abreast of Back Bay.
Wash Woods.....	North Carolina.....	On beach abreast of Knotts Island.
Fenneys Hill.....	do.....	$5\frac{1}{2}$ miles north of Currituck Beach Light.
Currituck Beach.....	do.....	$\frac{1}{2}$ mile north of Currituck Beach Light.
Poyners Hill.....	do.....	$6\frac{1}{2}$ miles south of Currituck Beach Light.
Caffeys Inlet.....	do.....	$10\frac{1}{2}$ miles south of Currituck Beach Light.
Paul Gamieles Hill.....	do.....	5 miles north of Kitty Hawk.
Kitty Hawk.....	do.....	On the beach abreast of north end of Kitty Hawk Bay.
Kill Devil Hills.....	do.....	$4\frac{1}{2}$ miles south of Kitty Hawk.
Nags Head.....	do.....	9 miles north of Oregon Inlet.
Bodie Island.....	do.....	$\frac{1}{2}$ mile northeast of Bodie Island Light.
Oregon Inlet.....	do.....	$\frac{1}{2}$ mile south of Oregon Inlet.
Pea Island.....	do.....	2 miles north of New Inlet.
New Inlet.....	do.....	About 3 miles south of New Inlet.
Chicamacomico.....	do.....	5 miles south of New Inlet.
Gull Shoal.....	do.....	$11\frac{1}{2}$ miles south of New Inlet.
Little Kinnakeet.....	do.....	$11\frac{1}{2}$ miles north of Cape Hatteras Light.
Big Kinnakeet.....	do.....	$5\frac{1}{2}$ miles north of Cape Hatteras Light.
Cape Hatteras.....	do.....	1 mile south of Cape Hatteras Light.
Creeds Hill.....	do.....	4 miles west of Cape Hatteras Light.
Durants.....	do.....	3 miles east of Hatteras Inlet.
Hatteras Inlet.....	do.....	$1\frac{1}{2}$ miles west of Hatteras Inlet.
Ocracoke.....	do.....	3 miles northeast of Ocracoke Inlet.
Portsmouth.....	do.....	Northeast end of Portsmouth Island.
Core Bank.....	do.....	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.
Cape Lookout.....	do.....	$1\frac{1}{2}$ miles south of Cape Lookout Light.
Fort Macon.....	do.....	Beaufort Entrance, $\frac{1}{2}$ mile north of fort.
Bogue Inlet.....	do.....	Inner shore of Bogue Banks, $\frac{1}{2}$ mile east of inlet.
Cape Fear.....	do.....	On Smiths Island, Cape Fear.
Oak Island.....	do.....	West side mouth Cape Fear River.

XIV. Eighth coast district. South Carolina, Georgia, and east coast of Florida. In charge of a superintendent stationed at Jacksonville, Fla.

Name of station.	State.	Locality.
Sullivans Island.....	South Carolina.....	At Moultrieville, Sullivans Island, at north end of harbor jetty.
Bulow a.....	Florida.....	20 miles south of Matanzas Inlet.
Mosquito Lagoon a.....	do.....	On beach outside the lagoon.
Chester Shoal a.....	do.....	11 miles north of Cape Canaveral.
Bethel Creek a.....	do.....	16 miles north of Indian River Inlet.
Indian River Inlet a.....	do.....	South side of inlet.
Gilberts Bar a.....	do.....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.
Fort Lauderdale a.....	do.....	4 miles north of New River Inlet.
Biscayne Bay a.....	do.....	6 miles north of Norris Cut.

a House of refuge.

XV. Ninth coast district. Coast of United States bordering on the Gulf of Mexico. In charge of a superintendent stationed at Galveston, Tex.

Name of station.	State.	Locality.
Santa Rosa.....	Florida.....	Santa Rosa Island, 2 miles east of Fort Pickens.
Sabine Pass.....	Texas.....	West side of pass, south of light.
Galveston.....	do.....	On Pelican Spit, west side of channel entrance.
San Luis.....	do.....	West end Galveston Island.
Velasco.....	do.....	2½ miles northeast of mouth of Brazos River.
Saluria.....	do.....	Northeast end Matagorda Island.
Aransas.....	do.....	Northeast end Mustang Island.
Brazos.....	do.....	North end Brazos Island, entrance to Brazos Santiago.

XVI. Tenth coast district. Lakes Erie and Ontario and Louisville, Ky. In charge of a superintendent stationed at Buffalo, N. Y.

Name of station.	State.	Locality.
Big Sandy.....	New York.....	North side mouth of Big Sandy Creek, Lake Ontario.
Oswego.....	do.....	East side entrance of Oswego Harbor, Lake Ontario.
Charlotte.....	do.....	East side entrance of Charlotte Harbor, Lake Ontario.
Niagara.....	do.....	East side entrance of Niagara River, Lake Ontario.
Buffalo.....	do.....	South side entrance of Buffalo Harbor, Lake Erie.
Erie.....	Pennsylvania.....	North side entrance of Erie Harbor, Lake Erie.
Ashtabula.....	Ohio.....	West side of Ashtabula Harbor, Lake Erie.
Fairport.....	do.....	West side entrance of Fairport Harbor, Lake Erie.
Cleveland.....	do.....	West side entrance of Cleveland Harbor, Lake Erie.
Lorain.....	do.....	East side entrance of Black River, Lake Erie.
Marblehead.....	do.....	Point Marblehead, near Quarry Docks, Lake Erie.
Louisville.....	Kentucky.....	Falls of the Ohio River, Louisville, Ky.

XVII. Eleventh coast district. Lakes Huron and Superior. In charge of a superintendent stationed at Harbor Beach, Mich.

Name of station.	State.	Locality.
Lake View Beach.....	Michigan.....	5 miles north of Fort Gratiot Light.
Harbor Beach.....	do.....	Inside Harbor Beach Harbor, Lake Huron.
Pointe aux Barques.....	do.....	Near light, Lake Huron.
Port Austin.....	do.....	About 2 miles northeast of Port Austin and about 2 miles southeast of Port Austin Reef Light, Lake Huron.
Tawas.....	do.....	Near light, Lake Huron.
Sturgeon Point.....	do.....	Do.
Thunder Bay Island.....	do.....	West side of island, Lake Huron.
Middle Island.....	do.....	North end of Middle Island, Lake Huron.

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Name of station.	State.	Locality.
Hammond.....	Michigan.....	Hammonds Bay, Lake Huron.
Bois Blanc.....	do.....	About midway east side of island, Lake Huron.
Vermilion.....	do.....	10 miles west of Whitefish Point, Lake Superior.
Crisps.....	do.....	18 miles west of Whitefish Point, Lake Superior.
Two Heart River.....	do.....	Near mouth of Two Heart River, Lake Superior.
Deer Park.....	do.....	Near mouth of Sucker River, Lake Superior.
Grand Marais.....	do.....	West of harbor entrance.
Marquette.....	do.....	Near light, Lake Superior.
Eagle Harbor.....	do.....	Near Eagle Harbor Light.
Portage.....	do.....	Old Portage Lake Ship Canal, 4 mile from north end, on east bank.
Duluth.....	Minnesota.....	On Minnesota Point, Upper Duluth.

XVIII. Twelfth coast district. Lake Michigan. In charge of a superintendent stationed at Grand Haven, Mich.

Name of station.	State.	Locality.
Beaver Island.....	Michigan.....	Near light.
Charlevoix.....	do.....	South side of harbor entrance.
North Manitou Island.....	do.....	Near Pickards Wharf.
South Manitou Island.....	do.....	Near light.
Sleeping Bear Point.....	do.....	Near Glenhaven.
Point Betsie.....	do.....	Near light.
Frankfort.....	do.....	South side entrance of harbor.
Manistee.....	do.....	North side entrance of harbor.
Grande Pointe au Sable.....	do.....	1 mile south of light.
Ludington.....	do.....	North side entrance of harbor.
Pentwater.....	do.....	Do.
White River.....	do.....	North side entrance of White Lake.
Muskegon.....	do.....	South side entrance of harbor, Port Sherman.
Grand Haven.....	do.....	North side entrance of harbor.
Holland.....	do.....	In the harbor, south side.
South Haven.....	do.....	North side entrance of harbor.
Saint Joseph.....	do.....	In the harbor, north side.
Michigan City.....	Indiana.....	East side entrance of harbor.
South Chicago.....	Illinois.....	North side entrance of Calumet Harbor.
Jackson Park.....	do.....	About 7 miles S. by E. of Chicago River Light.
Old Chicago.....	do.....	In the harbor.
Evanston.....	do.....	On the Northwestern University grounds.
Kenosha.....	Wisconsin.....	In the harbor, on Washington Island.
Racine.....	do.....	In the harbor, adjoining light.
Milwaukee.....	do.....	Near entrance of harbor, south side.
Sheboygan.....	do.....	Entrance to harbor, north side.
Two Rivers.....	do.....	North side entrance of harbor.
Kewaunee.....	do.....	Do.
Sturgeon Bay Canal.....	do.....	Eastern entrance of canal, north side.
Baileys Harbor.....	do.....	On easterly side of harbor.
Plum Island.....	do.....	Near northeast point of island, 2 miles northwest of Pilot Island Light.

XIX. Thirteenth coast district. California, Oregon, Washington, and Nome, Alaska. In charge of a superintendent stationed at San Francisco, Cal.

Name of station.	State.	Locality.
Nome.....	Alaska.....	At Nome.
Baaddah Point.....	Washington.....	Opposite south end of Waaddah Island, Neah Bay, 7 miles east of Cape Flattery Light.
Grays Harbor.....	do.....	Just south of Grays Harbor Light.
Willapa Bay.....	do.....	Near light-house boat landing.
Klipsan Beach.....	do.....	13 miles north of Cape Disappointment.
Cape Disappointment..	do.....	Bakers Bay, $\frac{1}{2}$ mile northeast of light.
Point Adams.....	Oregon.....	$\frac{1}{2}$ mile southeast of Fort Stevens.
Tillamook Bay.....	do.....	North side of entrance of Tillamook Bay.
Yaquina Bay.....	do.....	North side of harbor entrance.
Umpqua River.....	do.....	Near entrance of river, north side.
Coos Bay.....	do.....	Coos Bay, north side.
Coquille River.....	do.....	In town of Bandon.
Humboldt Bay.....	California.....	Near old light-house tower, north side entrance, Humboldt Bay.
Arena Cove.....	do.....	3 miles southeast from Point Arena Light.
Point Reyes.....	do.....	3 $\frac{1}{2}$ miles north of light.
Point Bonita.....	do.....	Near Point Bonita Light.
Fort Point.....	do.....	$\frac{1}{2}$ mile east of light.
Golden Gate.....	do.....	On beach in Golden Gate Park, San Francisco, $\frac{1}{2}$ mile south Point Lobos.
Southside.....	do.....	3 $\frac{1}{2}$ miles south of Golden Gate Coast Guard Station.

XX. Coast Guard Academy at Fort Trumbull, New London, Conn., for the education and training of cadets. During the summer months the *Itasca* is detailed for the annual practice cruise for cadets.

XXI. Depot at Arundel Cove, South Baltimore, Md. Plant for overhauling and repairing vessels on the Atlantic coast.

XXII. Depot at New York City. General storehouse for purchasing and issuing supplies on the Atlantic coast.

XXIII. Depot at Grand Haven, Mich. General storehouse for the Great Lakes.

XXIV. Depot at San Francisco, Cal. General storehouse for the Pacific coast.

PERSONNEL.

The authorized commissioned personnel of the Coast Guard is 255, divided into the following grades:

1 captain commandant.	2 constructors with the rank of first lieutenant.
6 senior captains.	1 district superintendent with relative rank of captain.
31 captains.	3 district superintendents with relative rank of first lieutenant.
37 first lieutenants.	4 district superintendents with relative rank of second lieutenant.
42 second lieutenants.	5 district superintendents with relative rank of third lieutenant.
42 third lieutenants.	
1 engineer in chief.	
6 captains of engineers.	
28 first lieutenants of engineers.	
22 second lieutenants of engineers.	
24 third lieutenants of engineers.	

At the Coast Guard Academy, New London, Conn., there were on June 30, 1915, 7 cadets of the line and 6 cadet engineers, in all. At that time there were 23 vacancies in the commissioned personnel.

By law the officers of the Coast Guard rank as follows:

Captain commandant, with-----	{ Colonel, United States Army. Captain, United States Navy.
Senior captain and engineer in chief, with-----	{ Lieutenant colonel, United States Army. Commander, United States Navy.
Captain and captain of engineers, with and next after-----	{ Major, United States Army. Lieutenant commander, United States Navy.
First lieutenant and first lieutenant of engineers, with and next after-----	{ Captain, United States Army. Lieutenant (senior), United States Navy.
Second lieutenant and second lieutenant of engineers, with and next after-----	{ First Lieutenant, United States Army. Lieutenant (junior), United States Navy.
Third lieutenant and third lieutenant of engineers, with and next after-----	{ Second Lieutenant, United States Army. Ensign, United States Navy.

The pay of the commissioned personnel, except for the grade of district superintendent, is fixed by Congress to correspond with the pay and allowances of like rank in the Army. Officers are retired upon reaching the age of 64 years or upon becoming physically incapacitated for active service, and may, with the approval of the Secretary of the Treasury, be retired after 30 years' service. At the present time officers reach command rank at about 40 years of age, which goes far toward maintaining the efficiency of the service.

The total authorized complement of warrant officers, petty officers, and men is 3,886, their pay being regulated by law. Warrant officers are appointed by the Secretary of the Treasury, and hold their appointments during good behavior. Petty officers and other men are enlisted for periods of one year. Efficiency in the enlisted ranks is rewarded by promotion to the several grades of petty officers, and the warrant officers are selected from the petty officers as vacancies occur. Warrant and petty officers receive 10 per cent increase for every five years of service, not to exceed 40 per cent in all. Enlisted men receive an increase for each three years of continuous service up to and including 15 years. Subsistence or an allowance therefor is provided by the Government, and enlisted men receive an annual allowance for uniform clothing. Warrant officers, petty officers, and enlisted men are retired under the same conditions as commissioned officers.

Offenses against discipline are dealt with by means of courts-martial, convened by or under the direction of the Secretary of the Treasury. These courts are by law organized and the procedure conducted substantially in accordance with naval courts, and the jurisdiction of the courts and the punishment to be imposed by them are defined by law.

EQUIPMENT.

Of prime importance to an organization such as the Coast Guard is the matériel with which it is equipped to perform its work. The Coast Guard cutters are not, as popularly supposed, of one general type, as the very nature and variety of the duties assigned to them require that the vessels should be designed with particular reference to the work to be accomplished. In addition, they must be of such type as will best suit them for cooperation with the Navy in accordance with statutory requirements. While the name of "cutter" would seem to indicate that such vessels are necessarily fast, it must

be borne in mind that the speed of all ships follows natural laws as inexorable as the laws of gravity, and that other elements, such as steaming radius, seaworthiness, capacity for supplies, etc., must necessarily enter into consideration in the design of cutters fully as much as speed. Hence it is that the average cruising cutter of to-day, while not as swift as might be imagined by those unfamiliar with ship construction, possesses as great speed as is consistent with other essential qualifications.

The size and type of vessels of this service have varied with the general increase in size and power of merchant and naval vessels throughout the world, so we find that the average cutter of to-day is practically twice as large as the average vessel of the service 25 years ago. Believing that a short description of each cutter will be of greater value to those interested in the subject than the usual technical description arranged in tabulated form, the following are presented in alphabetical order:

CRUISING CUTTERS (24).

Acushnet.—A seagoing tug; is stationed at Woods Hole, Mass. She is a powerful steel vessel of 800 tons displacement and was built at Newport News, Va., in 1908. Her general dimensions are 152 feet long over all, 29 feet beam, and 13 feet 9 inches draft. She has water-tube boilers, a triple-expansion engine of 1,000 indicated horsepower, and a speed of $12\frac{1}{2}$ knots. Fitted with 1-kw. radio set. Armed with two 1-pounder semiautomatic guns.

Algonquin.—A steel steamer 205 feet 6 inches long over all, 32 feet beam, $13\frac{1}{2}$ feet draft, and has a displacement of 1,181 tons. She was constructed at Cleveland, Ohio, in 1898, and intended for service on the Great Lakes. She was needed on the Atlantic coast during the Spanish War, and it was necessary to cut her in two to allow passage through the canals. This vessel has powerful machinery which when new was capable of developing 2,400 horsepower, with a resultant speed of 16 knots. This vessel is now undergoing extensive repairs to both hull and machinery at the Arundel Cove depot, which will compel her withdrawal during the greater part of the current fiscal year. Her headquarters is San Juan, P. R., and her cruising grounds comprise all the waters in the vicinity of Porto Rico. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounder guns.

Androscooggin.—A cutter of 1,600 tons displacement, stationed at Portland, Me. She is 210 feet long over all, 35 feet 2 inches beam, and $17\frac{1}{2}$ feet draft. She was constructed at Tompkins Cove, N. Y., in 1908, and is of wood throughout, for the reason that during the winter season she sometimes has to break through the ice for the relief of shipping. The vessel has a very large coal and water capacity and is used in extending medical relief to crews of the fishing fleets. She has modern machinery capable of developing about 1,600 horsepower, and is now in fair condition throughout. Her cruising grounds at the present time, while engaged in extending medical and surgical aid to the crews of American fishing vessels, are on the several fishing banks where they congregate. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Apache.—This cutter was built in Baltimore, Md., in 1891, and formerly was known as the *Galveston*. Originally a twin-screw craft, she was in 1905 fitted with new machinery throughout and transformed to single screw. She is 188 feet long over all, 29 feet beam, 9 feet 3 inches draft, and displaces 700 tons. The material used in her construction is iron. The new machinery is capable of developing about 1,200 horsepower, and since being reconstructed she is a fairly efficient craft for a vessel now over 24 years old. She has headquarters at Baltimore, Md., and her cruising grounds consist of Chesapeake Bay and its various tributaries. Fitted with 1-kw. radio set. Armed with three rapid-fire 3-pounders.

Bear.—This vessel, one of the best known in the Government service, was built at Greenock, Scotland, in 1874, and was originally used as an Arctic whaler. In 1883 she was purchased by the United States for use on the Greely relief expedition. Having successfully fulfilled the object for which she was purchased, she was in 1885 transferred from the Navy Department to the Revenue-Cutter Service. She is, of course, built very solidly of wood for service in the ice. Her length over all is 198 feet, beam 28½ feet, and draft 18 feet 2 inches, with a displacement of 1,700 tons. She has had frequent repairs and been modernized, so that to-day she is in fairly good condition. Her winter headquarters are at San Diego, Cal., from whence she cruises along the southern coast of California. In the summer months she makes annual cruises to Alaska and the Arctic Ocean as far north as Point Barrow. Her propelling machinery is such as to give her a speed of only 8 knots, but she is also a barkentine, rigged for full sail power, which is used to assist the steam machinery. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Gresham.—A steel vessel, built at Cleveland, Ohio, in 1897. She is 205½ feet long, 32 feet beam, and 12½ feet draft, with a displacement of 1,090 tons. Originally intended for cruising on the Great Lakes, the necessities of the Spanish War caused her to be brought to the Atlantic coast, where she has since remained. She is fitted with steam machinery of 2,500 horsepower, and has attained a maximum speed of 17 knots. This craft, now 18 years in service, is in fairly good condition, but before long she will need to be thoroughly overhauled and modernized. Her headquarters are at Boston, Mass., and her cruising grounds extend from Portsmouth, N. H., to Nantucket Shoals Lightship. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Itasca.—This vessel was formerly the practice ship *Bancroft*, built for service in connection with the Naval Academy at Annapolis. In 1906 she was transferred to the then Revenue-Cutter Service, thoroughly overhauled, and fitted with new boilers. She was built of steel throughout at Elizabethport, N. J., in 1893, and is now in fairly good condition. The principal dimensions are 189½ feet long over all, 32 feet beam, 13 feet 10 inches draft, with a displacement of 980 tons. She is fitted with twin screws and is capable of making a speed of 14½ knots under forced draft. During the summer months she makes annual deep-sea cruises for the instruction and training of the corps of cadets. In the winter season she is used as a relief vessel for any which may be undergoing repairs. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

McCulloch.—Built at Philadelphia in 1897. She is of composite construction, 219 feet long over all, 32 feet 6 inches beam, 15 feet 11 inches draft, with a displacement of 1,400 tons. During the Spanish-American War this cutter was employed as a dispatch boat for Dewey's squadron at Manila, and she has seen hard and continuous service ever since. Recently new boilers were installed, and as many needed repairs to the hull and machinery were made as the available funds would permit. A limited storage capacity for oil fuel was installed, which has enabled the vessel to be cruised very economically. She has headquarters at San Francisco during the winter, and during the summer months she is detailed in connection with the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Manning.—Of the composite type of construction, built at Boston, Mass., in 1897. She is 205 feet long over all, 32 feet beam, 13 feet 9 inches draft, and has a displacement of 1,150 tons. The old boilers of this cutter have recently been replaced with modern water-tube boilers, her bunkers and fresh-water capacity greatly enlarged, and her main engine cylinders redesigned. The results have been very successful, and the vessel is now very efficient as a Bering Sea patrol cutter. In the winter the *Manning's* headquarters are at Astoria, Oreg.; in the summer she is detailed to the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Miami.—Launched at Newport News, Va., in February, 1912. She is a steel vessel throughout, 190 feet long over all, 32½ feet beam, 14 feet 1 inch draft, and has a displacement of 1,180 tons. This vessel is modern in every respect and is provided with water-tube boilers and a triple-expansion engine of 1,300 indicated horsepower, which gives her a speed of 12½ knots. She has an unusually large coal and water capacity, which will enable her to make long-continued cruises in search of derelicts and in the assistance of distressed vessels. The *Miami* is stationed at Key West, Fla. During the past three seasons she has been one of the two vessels detailed for ice-patrol duty. Her regular cruising grounds are the waters of southern Florida as far north as Fernandina and the Gulf of Mexico. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Mohawk.—A steel cutter, built at Richmond, Va., in 1902. She is 205½ feet long over all, 32 feet beam, and 12 feet 7 inches draft, with a displacement of 1,150 tons. This vessel has recently had some repairs and is now in good condition. She has headquarters at New York, and cruises the Atlantic Ocean and tributary waters between Gay Head, Mass., and Delaware Breakwater in performing her duties of assisting vessels in distress and enforcing the various navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Morrill.—Constructed of iron at Wilmington, Del., in 1889. She is 145 feet 3 inches long over all, 24 feet beam, 9½ feet draft, and has a displacement of 420 tons—somewhat inadequate for the modern requirements of a cruising cutter. She has recently been equipped with a new boiler and given as thorough an overhauling as is warranted for a vessel of her age. Her headquarters are at Detroit, Mich., and

she cruises the waters of Lakes Huron, St. Clair, Erie, and Ontario. Fitted with 2-kw. radio set. Armed with one rapid-fire 3-pounder.

Onondaga.—A steel vessel, sister ship of the *Algonquin*, and like her, was cut in two during the Spanish-American War and brought to the Atlantic coast from Cleveland, Ohio, where she was built in 1898. She is 205½ feet long over all, 32 feet beam, 13 feet 2 inches draft, and displaces 1,190 tons. This vessel has done much hard cruising, and although at present in fairly good condition will soon need extensive repairs. Her headquarters are at Norfolk, Va., and her cruising grounds extend from Great Egg Harbor, N. J., to Cape Hatteras, N. C., including the Delaware River and Bay. As many marine accidents occur in the waters which she patrols, she is kept almost constantly on the move to render assistance to distressed vessels. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Ossipee.—A steel vessel constructed at Newport News, Va., and completed in 1915. She is 165 feet, 10 inches long over all, 32 feet beam, molded, and has a mean draft of 11 feet 6 inches, her displacement at that draft being 908 tons. She is equipped with a triple-expansion engine and water-tube boilers, which developed 1,200 indicated horsepower on trial and gave a speed of 12½ knots. This vessel is especially constructed for breaking ice in the winter season along the New England coast. The bunker and tank capacities of this ship are very large for a vessel of her size, which will enable her to be used for making long cruises in connection with derelict work. She is stationed at Portland, Me., and cruises along the coasts of Maine and New Hampshire. She is fitted with a 2-kw. radio set and armed with four rapid-fire 6-pounders.

Pamlico.—Built especially for service in inland waters, and was designed for very light draft. Constructed of steel throughout at Wilmington, Del., in 1907; she is 158 feet long, 30 feet beam, draws 5 feet 8 inches, and displaces 450 tons. She is equipped with twin screws, and her machinery is of the most modern type. Her general condition is first class. The headquarters of the *Pamlico* are at Newbern, N. C., and her cruising district embraces the waters of Albemarle and Pamlico Sounds and the Neuse River, where she enforces the navigation laws and renders aid to the large fleet of small vessels which are engaged in the fishing, oyster, and transportation business. Fitted with 2-kw. radio set. Armed with two rapid-fire 3-pounders.

Seminole.—Constructed of steel throughout at Baltimore, Md., in 1900. She is 188 feet long over all, 29½ feet beam, 11 feet 8 inches draft, and her displacement is 845 tons. New boilers have just been fitted, her coal capacity enlarged, and extensive repairs and improvements made to her hull, so that she is now in very good condition for a vessel of her age. The vessel's headquarters are at Wilmington, N. C., from whence she patrols from Cape Hatteras to Charleston, S. C. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Seneca.—A steel vessel, built at Newport News, Va., in 1908. The principal dimensions are: Length over all, 204 feet; beam, 34 feet; draft, 17 feet 3 inches; and a displacement of 1,445 tons. She is popularly known as the "derelict destroyer," from the fact that she is the only vessel in the world which is used exclusively for the pur-

pose of destroying floating and sunken derelicts. The act of Congress approved May 12, 1906, provided that she should be "specially fitted for and adapted to service at sea in bad weather, for the purpose of blowing up or otherwise destroying or towing into port wrecks, derelicts, and other floating dangers to navigation." She is, therefore, a vessel capable of keeping the seas for long periods in any kind of weather, and is provided with all necessary apparatus for carrying out the purposes for which she was constructed. She has a maximum speed of about $12\frac{1}{2}$ knots and is a thoroughly efficient vessel, as attested by the large amount of valuable work which she has performed since being commissioned. Her headquarters are at New York City, and her activities are limited to certain portions of the North Atlantic Ocean to the eastward of the United States. She is also authorized, under special circumstances, in the interest of shipping, to proceed beyond those limits. For the past three seasons she has been detailed for ice-patrol duty in the vicinity of the Grand Banks. In the summer months, during periods of fair weather, this vessel is also, owing to the exigencies of the service, frequently required to patrol regatta courses and enforce navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Snohomish.—This is another vessel which, with the *Seneca*, might be termed a "special type." The act of April 19, 1906, required "that there shall be constructed, for and under the supervision of the Coast Guard, a first-class seagoing tug for service in saving life and property in the vicinity of the North Pacific coast of the United States, which tug shall be equipped with wireless-telegraph apparatus, surfboats, and such other modern life and property saving appliances as may be deemed useful in assisting vessels and rescuing persons and property from the perils of the sea." The *Snohomish* is constructed of steel, 152 feet long over all, 29 feet beam, 15 feet 5 inches draft, with a displacement of 880 tons. As required by law, she is equipped with every device of any practical value in the saving of life. Although her headquarters are at Port Angeles, Wash., she spends the greater part of the time at Neah Bay, Wash., where she is kept in constant readiness to answer calls for assistance. Fitted with 1-kw. radio set. Armed with two 1-pounder semiautomatic guns.

Tallapoosa.—This cutter has just been completed at Newport News, Va., and is constructed throughout of steel. She has a length over all of 165 feet 10 inches; breadth molded, 32 feet. Her mean draft is 11 feet 6 inches, with a displacement at that draft of 912 tons. Her triple-expansion engines are capable of developing 1,200 horsepower, which gives the cutter a speed of $12\frac{1}{2}$ knots. She is fitted for burning oil fuel exclusively, and her large tank capacity for both oil and water give her an extraordinarily large steaming radius. This will enable her to make long-continued cruises in the waters of the Gulf of Mexico for the purpose of locating and destroying derelicts. She is stationed at Mobile, Ala., and her cruising waters will be the Gulf of Mexico. She is fitted with a 2-kw. radio set and armed with four rapid-fire 6-pounders.

Thetis.—This craft was originally a Dundee whaler, and was bought by the United States Navy for duty in connection with the Greeley relief expedition. In 1900 she was transferred to the Coast

Guard for duty in Alaskan and Arctic waters. She was built of wood in 1881, is 188½ feet long over all, 29 feet beam, and draws 17 feet 10 inches, with a displacement of 1,250 tons. The vessel now being over 34 years old, has outlived her usefulness, as it would cost considerable to put her hull and machinery in first-class condition. Owing to her poor condition she was not sent to Alaskan waters during the past two seasons. She is stationed at Honolulu, Hawaii, where she patrols not alone the Hawaiian group, but makes periodical trips to the Lysiansky and other outlying islands, in connection with the protection of the bird reservations. Fitted with 2-kw. radio set. Armed with three rapid-fire 3-pounders.

Tuscarora.—A steel vessel built at Richmond, Va., in 1902. Her principal dimensions are 178 feet over all, 30 feet beam, 10 feet 11 inches draft, with a displacement of 740 tons. Although 13 years old, this vessel, her machinery, and equipment are in fair condition. She is stationed at Milwaukee, Wis., from whence she cruises the waters of Lakes Michigan and Superior. Fitted with 1-kw. radio set. Armed with one rapid-fire 3-pounder.

Unalga.—A sister ship to the *Miami*, built of steel and launched at Newport News, Va., February, 1912. She is of steel construction, 190 feet long, 32½ feet beam, 14 feet 1 inch draft, and a displacement of 1,180 tons. She is provided with a triple-expansion engine and water-tube boilers capable of developing 1,300 indicated horsepower, which gives a speed of 12½ knots. The bunker and tank capacity of this ship are unusually large for a vessel of this class, which enables her to make long-continued cruises in Alaskan waters. She is stationed at Seattle, Wash., and in the winter season she cruises in the waters of Puget Sound and vicinity. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Windom.—A twin-screw, steel vessel, built at Dubuque, Iowa, in 1896. Her length over all is 170 feet 8 inches; beam, 27 feet; draft, 9½ feet, with a displacement of 670 tons. The vessel is now at the service depot, Arundel Cove, Md., receiving extensive alterations and repairs. Her headquarters are at Galveston, Tex., and her cruising district extends from New Orleans, La., to the mouth of the Rio Grande. Fitted with 2-kw. radio set. Armed with three rapid-fire 3-pounders.

Yamacraw.—A steel cutter, built at Camden, N. J., in 1909. The principal dimensions are 191 feet 8 inches length over all, 32½ feet beam, 13 feet draft, and has a displacement of 1,080 tons. This vessel is in first-class condition, and owing to her large bunker and tank capacity is capable of making long voyages in search of derelicts or for the relief of distressed vessels. Her headquarters are at Savannah, Ga., from which she patrols that portion of the South Atlantic coast extending from Cape Lookout, N. C., to Fernandina, Fla. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

HARBOR CUTTERS AND LAUNCHES (18).

Alert.—A small wooden launch 61½ feet long over all, built at Mobile, Ala., in 1907. A new boiler has recently been fitted and the launch is in good condition. She is employed principally in boarding incoming foreign vessels for the customs service, and in enforcing navigation laws in Mobile Harbor.

Arcata.—A wooden tug, 85 feet long over all, 17 feet beam, and 10 feet 4 inches draft, with a displacement of 140 tons. She has recently been provided with a new boiler fitted for burning oil. She was built at San Francisco in 1903, and is now in good condition. She is stationed at Port Townsend, Wash., and her cruising grounds are confined to Puget Sound.

Calumet.—A harbor boat, built of steel throughout at Buffalo, N. Y., in 1894. She is 94½ feet long over all, 20½ feet beam, and 9 feet deep, with a displacement of 170 tons. She has recently been fitted with a new boiler designed to use oil fuel, and is now in fairly good condition. Her headquarters are at New York City, and she is employed principally in boarding incoming vessels in connection with the customs service.

Davey.—This harbor vessel was built of steel throughout at Wilmington, Del., in 1908. She is 92½ feet long over all, 19 feet beam, 11 feet 2 inches draft, and displaces 180 tons. She is in good condition (with the exception of her boiler, which is worn out) and employed for boarding incoming vessels at New Orleans, La., in connection with the customs service, and for enforcing the navigation laws in the lower Mississippi River.

Golden Gate.—A harbor vessel built of steel throughout, at Seattle, Wash., in 1896. She is 110 feet long over all, 20½ feet beam, 9 feet 10 inches draft, with a displacement of 240 tons. In 1910 a new boiler with oil-fuel-burning apparatus was installed, and she is now in fairly good condition. She is employed for boarding purposes in connection with the customs service at San Francisco Harbor, and for general coast-guard purposes in San Francisco Bay and its tributaries.

Guard.—A small harbor craft 67½ feet long, completed in 1914, at the Mare Island Navy Yard. She is fitted with latest type of machinery, and is an oil-fuel burner. Her headquarters are at Friday Harbor, Wash., and she cruises in the upper part of Puget Sound for the purpose of preventing Chinese and opium smuggling and for the enforcement of the navigation laws.

Guide.—This is a motor boat built at Bayonne, N. J., in 1907. She is 70 feet long over all, 13 feet beam, with a draft of 4½ feet. She is equipped with twin screws operated by two gasoline engines of 60 horsepower each, and is in fair condition. Her duties are confined to enforcing the anchorage, motor-boat, and navigation laws in New York Harbor and vicinity.

Guthrie.—A steel harbor vessel, constructed at Baltimore, Md., in 1895. She is 88 feet long over all, 17 feet beam, 9 feet draft, with a displacement of 150 tons. Although 20 years old, this vessel is in fairly good condition, and needs only current repairs to keep her efficient for the duties performed, which consist of boarding incoming vessels for the customs authorities at Baltimore, Md., and the enforcement of the motor-boat and navigation laws in that vicinity.

Hartley.—A small wooden harbor vessel built at San Francisco, Cal., in 1875. She is 64½ feet long, 11 feet beam, 6½ feet draft, with a displacement of 65 tons. She is now 40 years old, her machinery is obsolete, and she is scarcely capable of performing her duties as night boat in connection with the customs service at San Francisco.

Hudson.—This harbor vessel was built of iron throughout at Camden, N. J., in 1893. She is 96½ feet long, 20 feet beam, 9 feet draft,

and has a displacement of 180 tons. A new boiler has been installed and the vessel is in fairly good condition. She is stationed at New York City, where her principal duties are in connection with the customs service at that port.

Mackinac.—A vessel of the harbor type, constructed of steel throughout at Baltimore, Md., in 1903. She is 110 feet long over all, 20½ feet beam, 10½ feet draft, and has a displacement of 240 tons. She is in good condition, and is employed in regulating the passage of the vast fleet of vessels through the approaches to the Sault Ste. Marie Canal and locks which connect Lakes Huron and Superior. She also enforces navigation and motor-boat laws in that vicinity.

Manhattan.—This is one of the oldest vessels in the service and was constructed at Chester, Pa., in 1873, of iron. She is 102 feet long, 20 feet 5 inches beam, 8½ feet draft, and has a displacement of 145 tons. The machinery of this vessel is of an antiquated type and inefficient; the hull is in bad condition, and a new vessel is most urgently needed for the performance of these duties, which consist principally of enforcing the anchorage regulations in the port of New York.

Penrose.—A small wooden launch, 67 feet long, built at Bentley Manor, N. Y., in 1883. She is equipped with a water-tube boiler and compound engine, and on account of her long service is at present in but fair condition. She is stationed at Pensacola, Fla., where her duties are boarding incoming foreign vessels in connection with the customs service and enforcing the motor-boat and navigation laws in the harbor.

Scout.—This is a wooden launch, built originally for the Customs Service in 1898, which has been this year transferred to the Coast Guard. She is 61 feet 6 inches long, 13 feet beam, and has a draft of 5 feet 6 inches and a displacement of 40 tons. Her old steam machinery has been removed and replaced by a 50-horsepower gasoline engine. The launch is stationed at Seattle, Wash., and is employed in boarding duty and enforcing the customs and navigation laws on Puget Sound.

Vigilant.—A small 45-foot motor-driven launch, built in 1910 at Bay City, Mich. She is actively employed during the season of navigation in patrolling and enforcing the laws relative to the passage of vessels through the canal at Sault Ste. Marie, Mich.

Winnisimmet.—A harbor vessel built at Baltimore, Md., in 1903. She is of steel, and her principal dimensions are 96½ feet long, 20½ feet beam, 9 feet 1 inch draft, with a displacement of 180 tons. The vessel is in fair condition and efficiently performs the duties of boarding incoming foreign vessels at Boston, Mass., and enforcing the motor-boat laws in that harbor.

Wissahickon.—A harbor vessel built at Baltimore, Md., in 1904. She is of steel throughout; is 96½ feet long, 20½ feet beam, 9 feet 5 inches draft, and displaces 195 tons. She is in fair condition, and performs the work of boarding incoming foreign vessels and enforcing the navigation laws at the port of Philadelphia, Pa.

STATION SHIP (1).

Colfax.—This is a vessel worn out for cruising purposes, now used at the service depot, Arundel Cove, Md., as a station ship. She was

formerly a side-wheeler, but the machinery has been removed and additional living quarters provided, in order to house the crews of cutters undergoing repairs. Her over-all dimensions are 179 feet 5 inches long, 25 feet beam, and draft 10 feet, with a displacement of 486 tons.

THE COAST GUARD FLAG.

The distinctive flag flown from the foremast on all Coast Guard cutters causes many inquiries as to its origin, and the following sketch of the history of this flag will therefore be of interest.

Nine years after the establishment of the Revenue-Cutter Service, the forebear of the existing Coast Guard, Congress, in the act of March 2, 1799, provided that—

The cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed by the President. If any vessel or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in such service, the master of the vessel so offending shall be liable to a penalty of one hundred dollars.

Under date of August 1, 1799, the Secretary of the Treasury, Oliver Wolcott, issued an order announcing that in pursuance of authority from the President the distinguishing ensign and pennant should consist of "sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be the Arms of the United States in dark Blue on a White Field."

This picturesque flag, with its vertical stripes, now so familiar in American waters, was arranged with historical detail, inasmuch as in the union of the flag there are 13 stars, 13 leaves to the olive branch, 13 arrows, and 13 bars to the shield, all corresponding to the original number of States constituting the Union at the time of the founding of the Republic. The 16 vertical stripes in the body of the flag are symbolical of the number of States composing the Union when this flag was officially adopted.

Originally intended to be flown only on revenue cutters and boats connected with the Customs Service, in the passage of time there grew up a practice of flying this distinctive flag from certain customhouses, and finally, by direction of the Secretary of the Treasury, in 1874, it was flown from all customhouses. From then until 1910 it was displayed indiscriminately on customhouses, customs boats, and revenue cutters.

In order, therefore, that this distinctive ensign, the sign of authority of a cutter, should be used for no other purpose as originally contemplated, President Taft issued the following Executive order on June 7, 1910:

By virtue of the authority vested in me under the provisions of section 2764 of the Revised Statutes, I hereby prescribe that the distinguishing flag now used by vessels of the Revenue-Cutter Service be marked by the distinctive emblem of that service, in blue and white, placed on a line with the lower edge of the union, and over the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover a horizontal space of three stripes. This change to be made as soon as practicable.

Upon the establishment of the Coast Guard, which absorbed the duties of the Revenue-Cutter Service, the ensign described above

became the distinctive flag of Coast Guard cutters, which if flown from any other vessel or boat within the jurisdiction of the United States will subject the offender to the penalty of the law.

STATIONS.

The equipment of Coast Guard stations consists of the beach apparatus—line-projecting guns, hawsers, breeches buoys, etc.—flag and pyrotechnic signals, heaving sticks and lines, life preservers, life cars, and lifeboats, surfboats, and other types of boats.

The outfits are practically the same at all the stations, but the boats are of various types, depending upon their suitability for rescue work on the different coasts. The lifeboats are too heavy to be launched from the beach into the surf, and launching ways are provided and located for them where comparatively smooth water prevails—on rivers, bays, and inlets. The surfboats are launched into the surf without the aid of launching ways.

The boat equipment of the Coast Guard stations is indicated in the following tables, which are preceded by a statement of dimensions, etc., of the principal types of boats used in life-saving operations.

The 36-foot power lifeboat is nearly 9 feet abeam, 4 feet 3 inches in depth, has 5 thwarts, and is equipped with a 35-horsepower gasoline engine, which is installed in the after water-tight compartment. It possesses self-righting and self-bailing qualities, which are effected by means of air chambers and bulkheads and a heavy gun-metal keel.

The 34-foot power lifeboat has a width of 8 feet 4 inches and is 3½ feet in depth. It has 5 thwarts. Boats of this type were originally propelled by sails and oars. Twenty-five horsepower gasoline engines have been installed in them, without materially affecting the self bailing and righting qualities. This boat is being superseded by the 36-foot power lifeboat.

Dobbins lifeboats are from 28 to 32 feet in length, 7 to 8 feet in width, and about 3 feet in depth. The self bailing and righting qualities are possessed by these boats.

The Beebe-McLellan and Beebe surfboats, with and without engine power, have the same lines and are of practically the same dimensions—length, 26 feet; width, 7 feet; depth, 2 feet 6 inches. All are clinker built.

The Beebe-McLellan boats possess the self-bailing feature, and the power surfboat of this name is equipped with a 12-horsepower horizontal gasoline motor, set amidship.

The Beebe open power surfboat is propelled by an 8-horsepower vertical engine, placed in the center of the boat.

Other surfboats used at the stations are the Excelsior, Race Point, and Jersey types of boats. These have been preferred in some localities and are peculiarly fitted for work on certain shores.

To the extent permitted by the very limited appropriations available for the purpose the stations have telephone connection with one another through service lines or the local exchanges.

Boat equipment of Coast Guard stations.

ATLANTIC AND GULF COASTS.

Name of station.	District No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
		Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Monomoy.	Other.	Dinghys, dories.	Supply boats.
		34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
Absecon, N. J.	5						2	1				
Amagansett, N. Y.	4							2				
Aransas, Tex.	9			1			1			1	1	1
Assateague Beach, Va.	6	1		1			3					
Atlantic City, N. J.	5		1				3					
Avalon, N. J.	5						2					
Barnegat, N. J.	5	1		1			2			1		
Bay Head, N. J.	5						1			1		
Belport, N. Y.	4						1	1				
Bethany Beach, Del.	6						2		1		1	
Bethel Creek, Fla. ¹	8											
Big Kinnakeet, N. C.	7						1			1	1	
Biscayne Bay, Fla. ¹	8					1						
Block Island, R. I.	3							2			1	
Blue Point, N. Y.	4				1		1	1				
Bodie Island, N. C.	7						1			1		
Bogue Inlet, N. C.	7			1			1			1		
Bonds, N. J.	5						2					
Brant Rock, Mass.	2								2	1	2	
Brazos, Tex.	9			1			1		1		1	1
Brenton Point, R. I.	3		1				1				1	
Brigantine, N. J.	5			1			1				1	
Bulow, Fla. ¹	8											
Burnt Island, Me.	1					1			1	1	2	
Cafferys Inlet, N. C.	7						1			1		
Cahoons Hollow, Mass.	2								2		1	
Cape Elizabeth, Me.	1				1		1			2	2	
Cape Fear, N. C.	7			1			1			1		
Cape Hatteras, N. C.	7						1			1		1
Cape Henlopen, Del.	6						3					
Cape Henry, Va.	7			1			2					
Cape Lookout, N. C.	7		1								1	
Cape May, N. J.	5			1			2					
Cedar Creek, N. J.	5											
Chadwick, N. J.	5						1					
Chatham, Mass.	2								3		2	
Chester Shoal, Fla. ¹	8										1	
Chicamacomico, N. C.	7			1			1		1			
City Point, Mass.	2					2				3		
Cobb Island, Va.	6		1				1		1		1	
Cold Spring, N. J.	5						2					
Core Bank, N. C.	7			1			1			1		
Corson Inlet, N. J.	5						2					
Coskata, Mass.	2			1			1		1		4	
Cranberry Islands, Me.	1					1				3	1	
Creeds Hill, N. C.	7			1			1			2		
Cross Island, Me.	1				1					2	1	1
Currituck Beach, N. C.	7			1			1					
Cuttyhunk, Mass.	2		1		1				3		1	
Damiscove Island, Me.	1		1	1					1	2	2	
Dam Neck Mills, Va.	7						1					
Deal, N. C.	5						1					
Ditch Plain, N. Y.	4						1	1				
Durants, N. C.	7						1			1		
Eatons Neck, N. Y.	4			1			1				1	
False Cape, Va.	7			1			1					
Fenwick Island, Del.	6								1		1	
Fire Island, N. Y.	4				1		1	1			1	
Fishers Island, N. Y.	3			1	1		1				1	
Fletchers Neck, Me.	1				1				1	2	1	
Forge River, N. Y.	4						1	1				
Forked River, N. J.	5			1			2			1		
Fort Lauderdale, Fla. ¹	8										1	
Fort Macon, N. C.	7			1			1				1	
Fourth Cliff, Mass.	2						1			1	1	
Galveston, Tex.	9		1		1		1		1		1	

¹ House of refuge.² Launches; also 1 steam tug.³ Whitehall rowboats.

Boat equipment of Coast Guard stations—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of station.	District No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
		Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Monomoy.	Other.	Dinghys, dories.	Supply boats.
		34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
Gay Head, Mass.	2			1			1		2	1	1	
Georgica, N. Y.	4						1	1				1
Gilberts Bar, Fla. ¹	8										1	
Gilgo, N. Y.	4						1					
Gloucester, Mass.	2		1				1			1	2	
Great Egg, N. J.	5			1			1					
Great Wass Island, Me.	1				1					3	2	1
Green Hill, R. I.	3						1	1			1	
Green Run Inlet, Md.	6			1			1		1		1	
Gull Shoal, N. C.	7						1			1		
Gurnet, Mass.	2			1	1		1		1		2	1
Hampton Beach, N. H.	1								1	1	1	
Harvey Cedars, N. J.	5						2					
Hatteras Inlet, N. C.	5		1				1			1		
Hereford Inlet, N. J.	5			1			2	1				
High Head, Mass.	2									2	1	
Highland, Mass.	4								2	1	1	
Hither Plain, N. Y.	2							1	1			
Hog Island, Va.	6		1	1	1		1					
Holly Beach, N. J.	5						2					
Hunniwells Beach, Me.	1			1			1			3		
Indian River Inlet, Del.	6						1		1		1	
Indian River Inlet, Fla. ¹	8								1			
Island Beach, N. J.	5						2					
Isle of Wight, Md.	6						1		1		1	
Isles of Shoals, Me.	1		1						1	1	2	1
Jones Beach, N. Y.	4						1	1				
Kill Devil Hills, N. C.	7						1			1		
Kitty Hawk, N. C.	6		1	1			1			1		
Lewes, Del.	5				1		1		1			
Little Beach, N. J.	5						1				1	
Little Egg, N. J.	5			1			1		1			
Little Island, Va.	7						1	1				
Little Kinnakeet, N. C.	7						2					
Lone Hill, N. Y.	4						1	2				
Long Beach, N. Y.	4						1		2			
Long Beach, N. J.	5						2	2				
Long Branch, N. J.	5						1			1		
Loveladies Island, N. J.	5						1					
Maddaket, Mass.	2			1			1		1	1	2	
Manomet Point, Mass.	2								1	1	1	
Mantoloking, N. J.	5					1	1					
Mecox, N. Y.	4						1	1			3	
Metomkin Inlet, Va.	6			1	1		1		1			
Monmouth Beach, N. J.	5						1			1	1	
Monomoy, Mass.	2		1		1				2	1	3	
Monomoy Point, Mass.	2			1			2		1		2	
Moriches, N. Y.	4					1	1	1				
Mosquito Lagoon, Fla. ¹	8					1					1	
Muskeget, Mass.	2				1		1			2	2	
Nags Head, N. C.	2						1	1				
Nahant, Mass.	2								1	1	2	
Napeague, N. Y.	4						1	2				
Narragansett Pier, R. I.	3				1		1	1			1	
Nauset, Mass.	2								2		2	
Newburyport, Mass.	2			1			1		2		1	
New Inlet, N. C.	7						1			1		
New Shoreham, R. I.	3							2			1	
North Beach, Md.	6						1	1				1
North Scituate, Mass.	4						1			2	1	
Oak Island, N. C.	7		1				1	1				
Oak Island, N. J.	5			1			1					
Ocean City, N. J.	6			1			1				1	
Ocean City, Md.	7						1		1			
Ocracoke, N. C.	2			1			2		2		1	
Old Harbor, Mass.	2										1	
Oregon Inlet, N. C.	7						1			1		

¹ House of refuge.

Boat equipment of Coast Guard stations—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of station.	District No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
		Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Monomoy.	Other.	Dinghys, dories.	Supply boats.
		34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
Orleans, Mass.	2			1					3		1	
Pamet River, Mass.	2								1	2	1	
Parramore Beach, Va.	6			1	1		1					
Paul Gamie's Hill, N. C.	7						1					
Pea Island, N. C.	7						1			1		
Peaked Hill Bars, Mass.	2									2	1	
Pecks Beach, N. J.	5						2					
Pennneys Hill, N. C.	7			1			1					
Plum Island, Mass.	2						1		2		2	
Point Allerton, Mass.	2		1		1		1			1	3	
Point Judith, R. I.	3						1	1	1		1	
Point Lookout, N. Y.	4				1		1	1				
Point of Woods, N. Y.	4				1		1	1		1	1	
Popes Island, Va.	6						2				1	
Portsmouth, N. C.	7	1					1		1			
Portsmouth Harbor, Me.	1			1					1	2	2	
Potunk, N. Y.	4						1	1				
Poyners Hill, N. C.	7						1			1		
Quoddy Head, Me.	1									2	2	
Quogue, N. Y.	4						1	1				
Quonochontaug, R. I.	3						1	1			2	
Race Point, Mass.	2									2		
Rehoboth Beach, Del.	6						1		1		1	
Rockaway, N. Y.	4							2				
Rockaway Point, N. Y.	4				1		1					
Rocky Point, N. Y.	4			1			1	2				
Rye Beach, N. H.	1								1	2	1	
Sabine Pass, Tex.	9			1	1		1			1		1
Salisbury Beach, Mass.	2								1	1	3	
Saluria, Tex.	9						1		2		1	1
Sandy Hook, N. J.	5		1	1		1	1					
Sandy Point, R. I.	3						1	1			1	
San Luis, Tex.	9				1		2					1
Santa Rosa, Fla.	9			1	1				1	2	1	
Seabright, N. J.	5					1	1				1	
Sea Isle City, N. J.	5						1					
Shark River, N. J.	5						1			1		
Shinnecock, N. Y.	4				1		1	1				
Ship Bottom, N. J.	5						2					
Short Beach, N. Y.	4		1				1	1				
Smith Island, Pa.	6		1		1		1		1			
Smiths Point, N. Y.	4				1		1		1		1	
Southampton, N. Y.	4							2				
South Brigantine, N. J.	5			1			1					
Spermaced Cove, N. J.	5			1			1					
Spring Lake, N. J.	5			1			1					
Squan Beach, N. J.	5						2					
Stone Harbor, N. J.	5			1			1					
Straitsmouth, Mass.	2								1	1	1	
Sullivans Island, S. C.	8			1			1		1		1	
Surfside, Mass.	2								1	1	1	
Tiana, N. Y.	4						1	1				
Toms River, N. J.	5					1	1				1	
Townsend Inlet, N. J.	5						1					
Two Mile Beach, N. J.	5			1			1					
Velasco, Tex.	9						1		2			1
Virginia Beach, Va.	7			1			1				1	
Wachapreague, Va.	6	1					1					
Wallis Sands, N. H.	1									2	2	
Wallops Beach, Va.	6				1		2					
Wash Woods, N. C.	7			1			2					
Watch Hill, R. I.	3		1		1		1	1			1	
White Head, Me.	1					1				4	2	
Wood End, Mass.	2		1						1	2	1	
Zachs Inlet, N. Y.	4						1	1				

1 Ice scooter.

Boat equipment of Coast Guard stations—Continued.

COAST OF THE GREAT LAKES.

Name of station.	District No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
		Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Monomoy.	Other.	Dinghys, dories.	Supply boats.
		34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
Ashtabula, Ohio.....	10			1			1				2	
Baileys Harbor, Wis.....	12	1					1			1		1
Beaver Island, Mich.....	12			1					1			1
Big Sandy, N. Y.....	10			1	1		3					
Bois Blanc, Mich.....	11	1		1	1		1		1			1
Buffalo, N. Y.....	10		1		1		1					1
Charlevoix, Mich.....	12	1					1					
Charlotte, N. Y.....	10		1	1			1				2	
Cleveland, Ohio.....	10		1	1			1				1	
Crisps, Mich.....	11		1	1			2		1			
Deer Park, Mich.....	11			1			2			1		
Duluth, Minn.....	11	1				2	2				1	
Eagle Harbor, Mich.....	11	1	1	1			1					
Erie, Pa.....	10	1		1		1	1					
Evanston, Ill.....	12			1			1		2			
Fairport, Ohio.....	10			2			1					1
Frankfort, Mich.....	12	1					1					
Grande Pointe au Sable, Mich.....	12			1			2			1		
Grand Haven, Mich.....	12	1					1				1	
Grand Marais, Mich.....	11	1					1		1			
Hammond, Mich.....	11			1			2			1		1
Harbor Beach, Mich.....	11	1		1			2				1	
Holland, Mich.....	12			1			2					1
Jackson Park, Ill.....	12	1			1		1					
Kenosha, Wis.....	12	1		1			1					
Kewaunee, Wis.....	12	1		1			1					
Lake View Beach, Mich.....	11		1	1			1		1			
Lorain, Ohio.....	10		1	1			1				4	
Louisville, Ky.....	10					1						
Ludington, Mich.....	12		1				2					
Manistee, Mich.....	12		1				1					
Marblehead, Ohio.....	10		1		1		1				1	
Marquette, Mich.....	11	1		1			2				1	
Michigan City, Ind.....	12	1			1		1					1
Middle Island, Mich.....	11	1					2					1
Milwaukee, Wis.....	12		1				1				1	
Muskegon, Mich.....	12	1					2					1
Niagara, N. Y.....	10	1		1			2					
North Manitou Island, Mich.....	12		1	1			2					
Old Chicago, Ill.....	12		1		1		1	1	1			
Oswego, N. Y.....	10	1	1		1		1				1	
Pewaukee, Mich.....	12			1			1					
Plum Island, Wis.....	12	1				1	1					1
Point Betsie, Mich.....	12			1			2					
Pointe Aux Barques, Mich.....	11	1					1					
Portage, Mich.....	11	1					2					
Port Austin, Mich.....	11	1					2			1		
Racine, Wis.....	12		1				1					
Saint Joseph, Mich.....	12	1			1		1				1	
Sheboygan, Wis.....	12	1					1					
Sleeping Bear Point, Mich.....	12			1			2					
South Chicago, Ill.....	12		1				1					
South Haven, Mich.....	12			1			1					1
South Manitou Island, Mich.....	12	1		1		1	1					
Sturgeon Bay Canal, Wis.....	12	1					2					1
Sturgeon Point, Mich.....	11			1			2		1			
Tawas, Mich.....	11			1			1					
Thunder Bay Island, Mich.....	11	1					3					1
Two Heart River, Mich.....	11			1			3					
Two Rivers, Wis.....	12	1			1		1					
Vermilion, Mich.....	11			1			3					
White River, Mich.....	12			1			1			1		1

¹ Launches, one a speed boat.² Power ice boats.

Boat equipment of Coast Guard stations—Continued.

PACIFIC COAST.

Name of station.	District No.	Power boats.			Without engine power.				Miscellaneous dinghys, dories.
		Lifeboats.		Beebe-McLellan surfboats.	Dobbins lifeboats.	Surfboats.			
		34-foot.	36-foot.			Beebe-McLellan.	Mono-moy.	Other.	
Arena Cover, Cal.	13			1	1	1	1		
Baaddah Point, Wash.	13		1			1	1		
Cape Disappointment, Wash.	13		2		1		1		
Cocos Bay, Oreg.	13	1			1	1	1		1
Coquille River, Oreg.	13		1		1	2			
Fort Point, Cal.	13		1	1	1	1	1		1
Golden Gate, Cal.	13				2		1		
Grays Harbor, Wash.	13		1		1	1	1	1	
Humboldt Bay, Cal.	13		1			1	1	1	
Klipsan Beach, Wash.	13				1	1			
Nome, Alaska	13					2			
Point Adams, Oreg.	13		1		1	2			
Point Bonita, Cal.	13	1	1		1		1		1
Point Reyes, Cal.	13				1	2			
Southside, Cal.	13				1		1		
Tillamook Bay, Oreg.	13	1			1	2	1		1
Umpqua River, Oreg.	13			1	1	1			
Willapa Bay, Wash.	13	1	1			2			1
Yaquina Bay, Oreg.	13		1		1	1	2		

At Coast Guard stations a fixed beat or patrol is laid out in each direction along the shore, varying according to the conformation of the coast with respect to inlets, headlands, etc., from one-half to 2, 3, and 4 miles in length.

The station crew is divided into regular watches of two men each, and during the hours from sunset to sunrise patrol these beats, keeping a sharp lookout seaward at all times. The usual schedule is: First watch, sunset to 8 p. m.; second watch, 8 p. m. to midnight; third watch, midnight to 4 a. m.; and fourth watch, 4 a. m. to sunrise.

At sunset the first man starts out on patrol in the same direction from all stations in a district, so far as practicable. While the patrolman is out his watch mate takes the station watch, which is kept in the tower or on the beach abreast the station, as conditions may require. If the station is connected with the service telephone line the station watch makes it his business to be within hearing distance of the bell at regular intervals. In addition to keeping a watch seaward, he is on the lookout for signals from the patrolman. Upon the return of the first patrol, he takes the station watch, and the other man patrols in the opposite direction. At the proper time the man on station watch calls out the next two men, who must be dressed and ready for duty before the first two turn in.

This routine is varied to meet local conditions. In harbors and seaports fixed lookouts are usually maintained instead of a beach patrol.

Positive evidence of the integrity of the patrol and watch is required. Where stations are sufficiently close to one another to permit the entire distance between them to be patrolled, a half-way point is established. At this point each patrolman must deposit a brass check bearing the name of the station and his number in the crew.

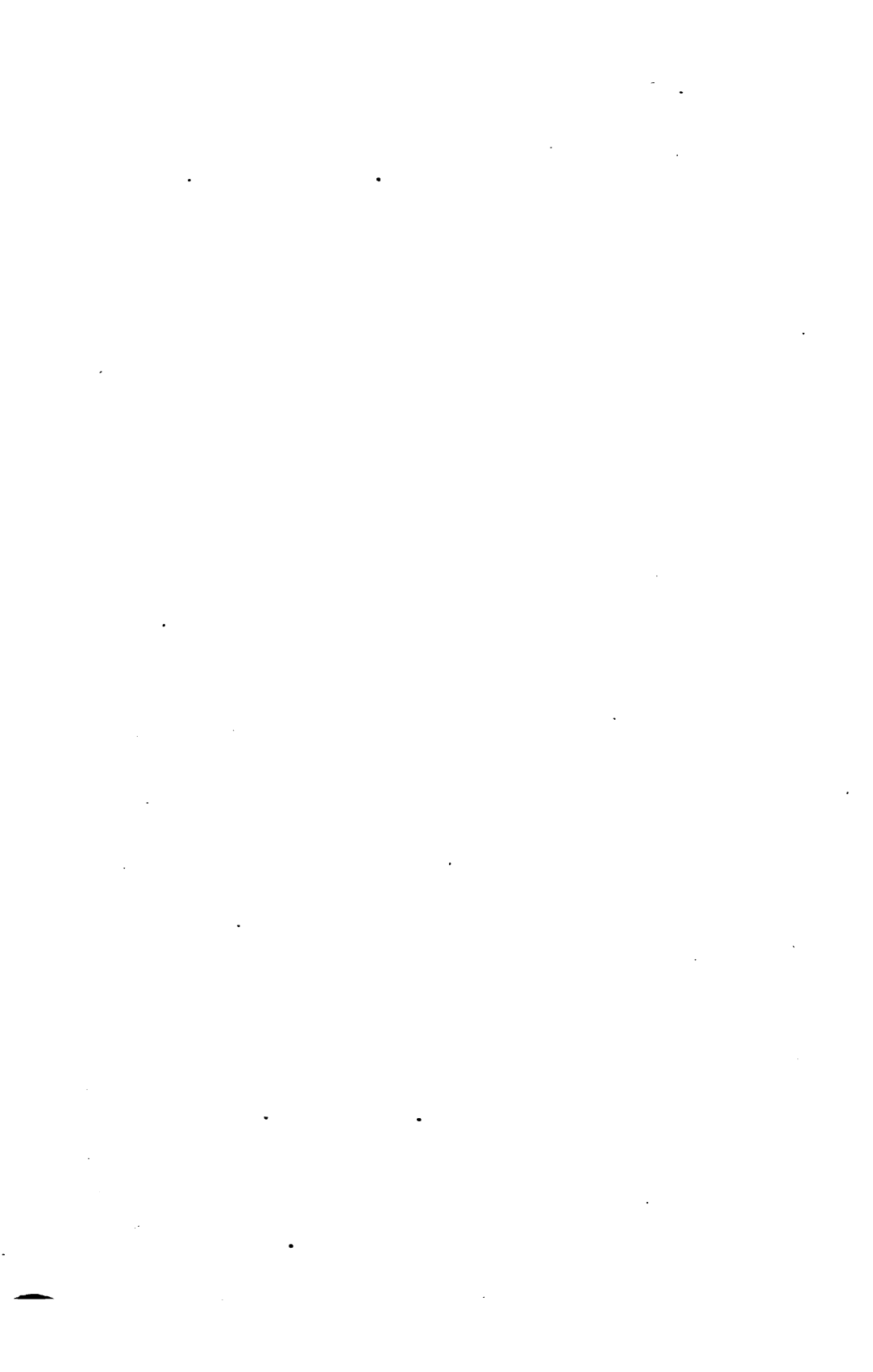
This is taken up on the next visit by the patrolman from the adjacent station, who in turn leaves his check. The first patrolman at night returns all checks of the previous night. Where the patrols do not connect, the patrolman carries a watchman's clock or time detector in which there is a dial that can be marked only by means of a key which registers on the dial the exact time of marking. This key is secured in a safe imbedded in a post at the limit of the patrol, and the patrolman must reach that point in order to obtain the key with which to register his arrival.

Where practicable, telephones are located in half-way houses or at the end of the patrols, in which case the patrolman also reports to his station by that means.

Each patrolman carries a number of red Coston signals, with which to warn a vessel standing too close inshore or to notify a vessel in distress that he has gone to summon assistance.

The same system of patrols is kept up in thick and foggy weather. It should be stated that the beach patrol is an institution of distinctly American origin. It was devised by the former Life-Saving Service and inaugurated in that service in the early seventies.

PERIODS OF EMPLOYMENT OF SURFMEN
1915



PERIODS OF EMPLOYMENT OF SURFMEN.

The following statement shows the periods during which the stations were manned (termed the active season) and the number of surfmen authorized at each station. Keepers are on duty at the stations throughout the year.

Districts.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Wallis Sands, Rye Beach, and Hampton Beach. Burnt Island and Damiscope Island.....	6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
	White Head and Portsmouth Harbor.....	7 surfmen from Aug. 1, 1914, to May 31, 1915.
	Cross Island and Great Wass Island.....	7 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
2	Isles of Shoals.....	8 surfmen from Aug. 1, 1914, to May 31, 1915.
	Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Nahant, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Surside, Maddaket, Muskeget and Gay Head. Point Allerton.....	6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
	Gloucester, Wood End, Chatham, Coskata, and Cuttyhunk.	7 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
	Monomoy.....	7 surfmen from Aug. 1, to Oct. 4, 1914, 8 surfmen from Oct. 5, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
	Monomoy Point.....	9 surfmen from Aug. 1, to Oct. 4, 1914, 8 surfmen from Oct. 5, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
	City Point.....	9 surfmen from July 1 to Nov. 30, 1914, and from Apr. 1 to June 30, 1915.
3	Narragansett Pier, Point Judith, Green Hill, Quonochontaug, Sandy Point, New Shoreham, and Block Island. Brenton Point, Watch Hill, and Fishers Island.	6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
4	Ditch Plain, Hither Plain, Nepeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
5	Spermaceti Cove, Seabright, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Stone Harbor, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May. Monmouth Beach and Barnegat..... Sandy Hook..... Atlantic City.....	6 surfmen from Aug. 1, 1914, to May 31, 1915 and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1, 1914, to May 31, 1915. 8 surfmen from Aug. 1, 1914, to May 31, 1915. 9 surfmen from Aug. 1, 1914, to May 31, 1915.

Districts.	Stations.	Periods of employment (all dates inclusive).
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Bethany Beach, Fenwick Island, Isle of Wight, North Beach, Green Run Inlet, Wallops Beach, Metomkin Inlet, and Parramoor Beach. Lewes, Ocean City, Assateague Beach, Wachapreague, Hog Island, Cobb Island, and Smith Island. Popes Island.....	6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915.
7	Dam Neck Mills, Little Island, Wash Woods, Currituck Beach, Poyners Hill, Caffeya Inlet, Paul Gamble Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, and Bogue Inlet. New Inlet and Fort Macon..... Hatteras Inlet.....	6 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1, 1914, to May 31, 1915, and 1 additional surfman from Oct. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1, 1914, to May 31, 1915. 7 surfmen from Aug. 1 to 20, 1914, and 8 surfmen from Aug. 21, 1914, to May 31, 1915. 8 surfmen from Aug. 1, 1914, to May 31, 1915.
18	Cape Henry, Virginia Beach, False Cape, Pennes Hill, Cape Hatteras, Creeds Hill, Portsmouth, Core Bank, Cape Lookout, Cape Fear, and Oak Island. Sullivans Island.....	6 surfmen from Aug. 1, to Dec. 31, 1914, and 8 surfmen from Jan. 1, to May 31, 1915. 6 surfmen from Aug. 1, 1914, to May 31, 1915.
9	Santa Rosa, Sabine Pass, Velasco, Aransas, and Brazos.	7 surfmen from Aug. 1, 1914, to May 31, 1915.
10	Galveston, San Luis, and Saluria..... Big Sandy and Niagara.....	7 surfmen from July 1 to Dec. 12, 1914, and from Apr. 1 to June 30, 1915. 8 surfmen from July 1 to Dec. 12, 1914, and from Apr. 1 to June 30, 1915.
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 18, 1914, and from Apr. 20 to June 30, 1915.
	Buffalo.....	8 surfmen from July 1 to Dec. 22, 1914, and from Mar. 15, to June 30, 1915.
	Erie.....	8 surfmen from July 1 to Dec. 18, 1914, and from Mar. 15, to June 30, 1915.
	Ashtabula.....	7 surfmen from July 1 to Dec. 18, 1914, and from Mar. 15, to June 30, 1915.
	Fairport and Lorain.....	8 surfmen from July 1 to Dec. 18, 1914, and from Mar. 15 to June 30, 1915.
	Cleveland.....	8 surfmen from July 1 to Dec. 22, 1914, and from Apr. 15 to June 30, 1915.
	Marblehead.....	7 surfmen from July 1 to 31, 1914, 8 surfmen from Aug. 1 to Dec. 22, 1914, and from Mar. 15 to June 30, 1915.
11	Louisville..... Lake View Beach.....	7 surfmen from July 1, 1914, to June 30, 1915. 7 surfmen from July 1 to Dec. 16, 1914, and from Apr. 16 to June 30, 1915.
	Harbor Beach.....	8 surfmen from July 1 to Dec. 16, 1914, and from Mar. 23 to June 30, 1915.
	Pointe aux Barques, Port Austin, Tawas, and Sturgeon Point. Thunder Bay Island.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 15 to June 30, 1915. 8 surfmen from July 1 to Dec. 16, 1914, and from Mar. 30 to June 30, 1915.
	Middle Island.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 5 to June 30, 1915.
	Hammond.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 14 to June 30, 1915.
	Bois Blanc.....	8 surfmen from July 1 to Dec. 18, 1914, and from Apr. 14 to June 30, 1915.
	Vermilion, Crisps, Two Heart River, and Deer Park. Grand Marais.....	7 surfmen from July 1 to Dec. 16, 1914, and from Apr. 19 to June 30, 1915. 8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 19 to June 30, 1915.
	Marquette.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 10 to June 30, 1915.
	Eagle Harbor.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 19 to June 30, 1915.
	Portage.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 18 to June 30, 1915.
	Duluth.....	8 surfmen from July 1 to Dec. 16, 1914, and from Apr. 17 to June 30, 1915.
12	Charlevoix, North Manitou Island, South Manitou Island, Manistee, Muskegon, and Sturgeon Bay Canal. Sleeping Bear Point, Point Betsie, Grande Pointe au Sable, Saint Joseph, Keewaunee, and Baileys Harbor.	7 surfmen from July 1 to Dec. 31, 1914, and from Mar. 15 to June 30, 1915. 7 surfmen from July 1 to Dec. 25, 1914, and from Mar. 15 to June 30, 1915.

¹ Eight of the nine stations in the eighth district are maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

Districts.	Stations.	Periods of employment (all dates inclusive).
12	Frankford, Ludington, and Old Chicago..... Pentwater and Evanston..... White River and South Haven..... Holland..... Grand Haven, South Chicago, Racine, Milwaukee, and Sheboygan. Michigan City..... Jackson Park..... Kenosha..... Two Rivers..... Plum Island.....	7 surfmen from July 1 to Dec. 31, 1914, and from Mar. 1 to June 30, 1915. 7 surfmen from July 1 to Dec. 20, 1914, and from Mar. 15 to June 30, 1915. 7 surfmen from July 1 to Nov. 30, 1914, and from Apr. 1 to June 30, 1915. 7 surfmen from July 1 to Dec. 20, 1914, and from Apr. 1 to June 30, 1915. 8 surfmen from July 1 to Dec. 31, 1914, and from Mar. 1 to June 30, 1915. 8 surfmen from July 1 to Dec. 20, 1914, and from Mar. 15 to June 30, 1915. 8 surfmen from July 1 to Nov. 30, 1914, and from Apr. 1 to June 30, 1915. 7 surfmen from July 1 to Dec. 31, 1914, and from Mar. 1 to Apr. 30, 1915, and 8 surfmen from May 1 to June 30, 1915. 7 surfmen from July 1 to Aug. 18, 1914, 8 surfmen from Aug. 19 to Dec. 31, 1914, and Mar. 15 to June 30, 1915. 7 surfmen from July 1 to Dec. 31, 1914, and 8 surfmen from Mar. 15 to June 30, 1915.
13	Nome..... Baedda Point..... Grays Harbor, Willapa Bay, Klipsan Beach, Tillamook Bay, Yaquina Bay, Umpqua River, Coos Bay, Coquille River, Humboldt Bay, Arena Cove, Point Reyes, Point Bonita, and Southside. Cape Disappointment and Point Adams..... Fort Point and Golden Gate.....	7 surfmen from July 1, 1914, to June 30, 1915. 10 surfmen from July 1, 1914, to June 30, 1915. 8 surfmen from July 1, 1914, to June 30, 1915. 8 surfmen from July 1, 1914, to June 30, 1915, and 1 additional surfman from July 1 to Aug. 25, 1914, and from May 1 to June 30, 1915. 9 surfmen from July 1, 1914, to June 30, 1915.



REPORTS OF SPECIAL INSTANCES OF AID
TO SHIPPING, SAVING LIFE, AND
SPECIAL CRUISES



REPORTS OF SPECIAL INSTANCES OF AID TO SHIPPING AND SAVING LIFE, AND SPECIAL CRUISES.

REPORT OF NORTHERN CRUISE.

COAST GUARD CUTTER "BEAR,"
San Francisco, Cal., November 11, 1914.

SIR: 1. When the *Bear* arrived in this harbor this day the duties assigned by department order, April 6, 1914, had been carried out.

2. Eleven thousand three hundred and eighteen miles have been steamed and the vessel has been underway 2,153 hours.

3. The *Bear* steamed from this port May 3, 1914, and stopped en route at Ladysmith, British Columbia, for coal; at Seattle, Wash., for the northern mail and supplies; at Ketchikan, for a buoy for the Lighthouse Bureau; and arrived at Unalaska the morning of May 23, having stopped at the Scotch Cap Lighthouse to land 100 gallons oil.

4. At this latter port filled bunkers to capacity and took a deck load of 60 tons of coal, and sailed May 27 via the Pribilof Islands. On account of stormy weather a landing could not be made at St. George, but mail and supplies were landed at St. Paul, after which vessel proceeded north and arrived at Nome shortly before midnight June 1, the first vessel to arrive since the close of navigation last fall.

5. As soon as mail had been landed at Nome, steamed for St. Michael, but, owing to ice conditions, was unable to reach that port until the morning of June 5, when all mail matter was landed. Capt. Bartlett, of the Canadian Government exploring ship *Karluk*, came on board and reported the loss of his vessel in the Arctic Ocean in the vicinity of Herald Island; that 15 of his crew were at Rodgers Harbor, on Wrangell Island, and that 8 others, unaccounted for when he left, would probably be found there also. Capt. Bartlett and one Eskimo made the trip across the ice to the Siberian coast, then down the coast to Emma Harbor, Plover Bay, when he fell in with the steam whaler *Hermann*, which brought him to St. Michael the latter part of May.

6. On June 7, steamed to southward and westward along ice to develop and report conditions to steamers due to arrive off Nome with passengers and freight. Radio reports as to ice conditions were made to steamers *Victoria* and *Senator*, and verbal reports to steamer *Elihu Thompson*, the latter not being equipped with radio apparatus. The *Victoria* proceeded to St. Michael on June 11, and on the following day received a message from her master requesting information as to ice conditions in Golofnin Bay. Steamed for that port and sent radio advice to the *Victoria* enabling her to reach Nome along the north shore of Norton Sound, and to visit Solomon. On Sunday, June 14, the ice having left the shore off Nome, the

steamers *Senator*, *Victoria*, and *Edith* arrived off that place, the *Bear* anchoring near by.

7. The time for cleaning boiler had now arrived, and as the ice conditions prevented the vessel from entering Port Clarence, steamed for Lutke Harbor for a safe anchorage, but found St. Lawrence Bay also full of ice. Lord William Percy, who had joined the *Bear* at Nome for the purpose of studying bird life, was landed at the village at North Head, and the cutter proceeded to St. Lawrence Island. At the latter place the school-teacher came on board and reported all well, the natives prosperous and contented, and that more foxes had been caught than in former years, and many walrus had been obtained in May. There was, indeed, a marked improvement in the conditions and appearance of these natives from that in former years, and from those at Indian Point, Siberia, with whom they are intimately connected.

8. Late in the evening the *Bear* sailed for Emma Harbor, Siberia, where anchorage was made the following morning, June 19. Visits were exchanged with the district commissioner and the district judge for the eastern portion of Siberia, who have headquarters here. While out in a canoe hunting ducks. Lieut. Lucas and Lieut. of Engineers Reed-Hill were capsized and were no doubt saved from drowning by exhaustion by the quick action of Mr. E. Swift Train, a passenger on the *Bear*, who divested himself of all clothing and swam to their relief (about 200 yards), although the water was almost freezing cold. The capsize was seen from the ship and two boats immediately sent to the rescue. All were brought to the vessel and properly cared for, so that there has been no bad effects from the accident.

9. The boiler being cleaned and repairs completed, the cutter left Emma Harbor and arrived at St. Lawrence Island June 26. An officer, accompanied by the surgeon, inspected the village and reported everything in good condition. At the request of the district superintendent, the furs, etc., from the native store, maintained under the direction of the Bureau of Education, were taken on board for transportation to Nome, and the *Bear* proceeded to Big Diomed Island to obtain a native who was wanted as witness in a criminal case at Nome. Another witness wanted was not found at the village, but as it was ascertained he was likely to be at Whalen, Siberia, it was deemed advisable to steam to that village for the witness and also to investigate ice conditions in that part of the Arctic. The native witness was not at Whalen, and the *Bear* returned to Port Clarence, arriving June 29. En route stop was made at Cape Prince of Wales, where the natives were reported all well.

10. At Port Clarence it was found necessary to blow down the boiler and to replace the two upper box tubes with round tubes, and advantage was taken of this enforced delay to hold target practice with the 6-pounder battery. The work on the boiler being completed, the vessel proceeded to Kings Island, but, finding the village deserted, kept on to Nome, anchoring off that place the afternoon of July 3.

11. As soon as weather conditions permitted the ship was coaled and preparations made for the Arctic trip. As the steamer *St. Helens*, carrying supplies for the Bureau of Education, was not to arrive at Teller until July 26, steamed to St. Michaels and employed the time in small-arm target practice. Returned to Nome July 22,

and having received on board W. C. Shields, superintendent of education, northwest district; Capt. Robert Bartlett, of the wrecked Canadian steamer *Karluk*; Rev. A. R. Hoare, missionary for Point Hope; and the northern mail, sailed July 23 for St. Lawrence Island and anchored off the Reindeer Camp. An opportunity was afforded Mr. Shields to inspect the herd, and shortly after midnight on the 25th proceeded to anchorage off Gambell, where Mr. Shields was landed to inspect the village and native school.

12. The *Bear* left Gambell the same day and anchored in Lutke Harbor July 26, watered ship, and then steamed to Port Clarence. En route stopped at Ematown to pick up Lord William Percy, who with his assistants had been landed at North Head, Siberia, June 17. Arrived at Port Clarence July 28, where Mr. Shields inspected reindeer herd and school. School supplies were received for transportation to various schools in the far north. Made necessary repairs to boiler, watered ship, and on July 30 sailed for the north. Stopped at Cape Prince of Wales on the same day at 12.50 p. m. to enable Mr. Shields to inspect schools. Native Warren Adloot came on board to act as interpreter for United States commissioner during cruise. Then proceeded to Kotzebue Sound, arriving at anchorage off Chamisso Island August 1, where the boiler was again repaired. On the 3d proceeded to Kotzebue. While boiler was under repairs at Chamisso Island sent Mr. Shields in launch to Deering to inspect school.

13. Arrived off Cape Blossom the 4th, where Mr. Shields and Lord William Percy left the vessel. Mr. B. T. Rodgers, missionary, was given transportation to Point Hope at request of the Bishop of Alaska. Received additional mail for northern villages.

14. On August 5 anchored off Cape Espenberg, expecting the *Corwin* to arrive with additional mail, but as no communication with her could be established by radio, the *Bear* continued to the westward, arriving at Kivalena August 6. At noon same day, having completed all official business at this village, steamed for Point Hope, arriving at midnight. On August 7 mail and supplies were landed at Point Hope and the cutter resumed her course. Stops were made at Cape Lisburne, where the village was visited by an officer and the surgeon and medical aid given to Dr. Driggs, a former missionary, and at Corwin coal mine, where the ship was watered.

15. On August 9 anchored off Icy Cape and investigated conditions at that village. Found schooners *C. S. Holmes* and *King and Winge* anchored. Proceeded along the coast, encountering scattered ice while rounding Blossom Shoals, and August 10 anchored off Wainwright Inlet, where supplies and mail were landed, and the surgeon rendered medical and surgical aid to several natives. After leaving this village heavy ice was found in the vicinity of Sea Horse Islands, and the weather being foggy it was deemed advisable to return to Wainwright for anchorage. The following morning the ice began to come in and the *Bear* was obliged to stand to the southward.

16. The United States Commissioner came on board and reported everything in good shape ashore. Mail was received on board. The crew of the wrecked schooner *Transit* (5 men), one seaman from the

wrecked schooner *Elvira*, and one destitute native from the Canadian Arctic expedition were given transportation to Nome. Rations were issued to each of the foregoing. The steam whaler *Hermann* was reported fast in ice 80 miles east of Point Barrow.

17. August 22 the *Bear* steamed south, stopping later in the day to assist the schooner *King and Winge*, disabled in the ice. Arriving off Wainwright and finding the schooner *C. S. Holmes* afloat, received back anchor, hawser, and other gear that had been loaned to assist in floating her.

18. From Wainwright the course was set for Wrangell Island to search for the survivors of the *Karluk*. Sailed along the southern edge of the ice with a fair wind until the evening of the 24th, when heavy ice and thick weather was encountered in latitude $70^{\circ} 35'$, longitude $175^{\circ} 10'$; stopped the engine and drifted for the night. From this time until the morning of the 27th there was stormy weather with thick fog and heavy snow squalls and every indication that this weather would continue. Whenever weather conditions permitted, attempts were made to reach Wrangell Island and Herald Island, but without success, owing to heavy ice encountered in every direction except to the southward. The dead reckoning showed the vessel to have been within 20 miles of the island, though subsequent events lead to the belief that we were closer. It has since been learned from the *Karluk's* survivors that only one day, August 18, was there any open water about the island until September 7, when they were rescued. The sun was not seen from the time we left Icy Cape until the second day after leaving the vicinity of Wrangell Island. As the coal was getting low it was deemed advisable to return to Nome to refill the bunkers before continuing the search, particularly as it was known that the Russian ice breakers *Vaigatch* and *Taimyr* were also to attempt to reach Wrangell Island. On the afternoon of August 27, therefore, the *Bear* squared away for Nome. Stops were made at Cape Serdze, Whalen, East Cape, and Emmatown, to ascertain if any reports had been received from either of the Russian vessels. At Emmatown it was learned the *Taimyr* had called there and neither vessel had been to Wrangell, but that the *Vaigatch* had been to Herald Island and within 10 miles of Wrangell but unable to land on account of heavy ice. She had then proceeded to the westward, intending to make another attempt to land on Wrangell Island later on in the season.

19. Arrived off Nome late in the evening of August 30, and began coaling early the following morning. After receiving about 80 tons the weather became so bad the *Bear* was compelled to put to sea. The weather continued bad until September 2, when the cutter was able to anchor and resume coaling. An attempt was made to water ship, but the surf would not permit boating. Having finished coaling, the *Bear* left Nome at 2 p. m., stopped at Port Clarence for water, and sailed for Wrangell Island at 9 p. m. The weather was fair after passing through the Bering Strait, and we came up with the ice on September 7, in latitude $69^{\circ} 05'$, longitude $175^{\circ} 15'$. When darkness fell the ice was very heavy, and the *Bear* was allowed to drift until daylight, when she was again headed to the northward. In the afternoon of the 8th, sighted a vessel in latitude $69^{\circ} 50'$, longitude $175^{\circ} 30'$, which proved to be the American gas schooner *King & Winge*. She had left Nome on a walrus hunt, intending to land at

Wrangell Island if possible. She had landed and rescued the following men of the Canadian Arctic Expedition on the morning of the 7th instant: John Munro, R. J. Williamson, J. R. Hadley, E. Chafe, Robert Templeman, H. Williams, F. W. Maurer, W. L. MacKinlay, one Eskimo, his wife, and two children. The following men were reported to have died since landing on Wrangell: George C. Malloch, Bjaime Mamen, and George Breddy. Sent an officer and Capt. Bartlett on board, and at the latter's request received the above-named men for transportation to Nome. As all required more or less medical attention, they were placed under the care of the surgeon, and the *Bear* stood for Herold Island. Every effort was made to notify the steamer *Corwin*, which had been fitted out from Nome to assist in the rescue, but, though that vessel could be heard, she could not receive the message, which was then sent "wild" in hope that not only the *Corwin* but any vessels that might be in the Arctic Ocean fitted with radio apparatus would receive it.

20. Herald Island was sighted on the morning of September 9, but the cutter was unable to approach nearer than 12 miles on account of heavy ice. The weather was perfectly clear at the time and no signs of life could be seen, nor did it seem possible from the appearance of the island that the missing people could have lived there for the time that has elapsed since they left the *Karluk*. There was heavy ice in all directions around the island, and the *Bear* therefore turned and stood to the southward. Stops were made at Cape Serdze, Whalen, and Little Diomed Island, and the cutter reached Nome September 13.

21. September 19 proceeded to St. Michael with the mail, but while nearing the anchorage a radio message announced that the steamer *Corwin* was ashore off Cape Douglas and needed assistance. As soon as mail was landed and the Nome mail received on board, steamed to render aid to the *Corwin*.

22. At 10.50 p. m. September 20 heard S. O. S. call of the *Tahoma* and received radiogram from commanding officer Bering Sea fleet, to proceed to her assistance. Reported by radio that *Bear* was then en route to assistance of *Corwin*, and later received message from the commanding officer to disregard his previous message. At 10.48 p. m. September 21 anchored off Cape York to await daylight. The following morning steamed to southward and anchored as close to *Corwin* as was deemed prudent. Sent an officer and boat's crew to assist in lightering the cargo ashore and run anchor. This work was continued, using relief crews, until the evening of September 23, when the *Corwin* was floated. After receiving the cutter's gear used in floating the *Corwin*, steamed for Nome, arriving there shortly after noon September 24.

23. At Nome, September 25, natives from Kings Island, 117 in number, together with their effects, were taken on board and landed the next morning at their island home.

24. September 26, arrived at Gambell, St. Lawrence Island, and commenced unloading stores received at Nome for the school-teacher, Mr. Coffin, and for the native cooperative store maintained under the direction of the Bureau of Education. Mr. Coffin's family had been short of supplies for a month, and had had only one meal a day during that time.

26. Mr. W. L. MacKinlay, one of the survivors of the *Karluk*, developed a case of erysipelas while the *Bear* was at Unalaska, and was isolated in the Marine Hospital at that port.

27. Having cleaned boiler, coaled ship, and received on board the officers and crew of the *Tahoma* assigned to this vessel, the *Bear* left Unalaska October 14, bound south. Good weather and favoring winds were encountered until the afternoon of the 21st, when a strong southeast gale set in until the night of the 23d. Arrived at Victoria, British Columbia, October 25, and landed Capt. Bartlett and the survivors of the Canadian Arctic Expedition steamer *Karluk*. The *Bear* then proceeded to Seattle, arriving the evening of October 26.

28. November 4 the cutter left Seattle, stopped at Ladysmith, British Columbia, to fill bunkers with coal, and then sailed for San Francisco, arriving at the latter port this date.

29. During the cruise the following persons were given transportation on the *Bear*:

May 2, under orders commanding officer southern division, San Francisco, ship's writer B. J. Proper, for passage to Seattle, where he was landed May 11.

Carpenter J. W. Walker, electrician C. T. Furlong, watertender H. Linn, ordinary seamen C. A. Brown and L. M. Larson, landed at Unalaska May 25.

May 11, commanding officer northern division, ordinary seamen E. J. Switzer and C. N. Anderson, for passage Seattle to Unalaska, where landed May 25.

May 1, John Tokluk, received on board for passage to his home in Alaska (Point Barrow). Authority, division commander's letter, April 29. Finally left vessel August 21 at Barrow.

Lord William Percy joined the vessel at Seattle May 12, for scientific research, was landed at St. Lawrence Bay June 17, rejoined July 27, and left vessel finally August 4, 1914, at Kotzebue. Authority, department letter April 6, 1914.

Mr. F. S. Hersey, representing the Smithsonian Institution, joined the vessel at Seattle May 12, was landed at St. Michael June 6, rejoined July 10, and finally left the vessel at Nome, September 3, 1914. Authority, department letter April 6, 1914.

Mr. E. Swift Train, moving-picture operator, who joined the vessel at Seattle May 12 and left at Seattle October 26, 1914. Authority, division commander's letter, April 29, 1914.

J. H. Fehse, chief clerk Post Office Department, joined the vessel at Seattle May 12 for passage to Nome. Authority, department letter of March 13, 1914.

M. Nasaki was given passage from Seattle to Nome. Authority, department telegram of May 12.

H. C. Fassett, Bureau of Fisheries, was given passage from Unalaska to St. Paul. Authority, commanding officer Bering Sea fleet, letter May 25, 1914.

A. Bazaroff and S. Rapin were given passage from Unalaska to St. Michael. Authority, commanding officer Bering Sea fleet, letter May 25.

Mrs. H. Esmonds, wife of the surgeon on St. Paul Island, was given passage to Nome upon the representation of her husband that her life would be endangered by remaining on the island.

At the request of Lord William Percy, gave passage to his helper, William Wheeler from Nome to St. Lawrence Bay and from Siberia to Port Clarence, at no expense to the Government.

Two native boys, O'Tyohok and Womkom, were given transportation from St. Lawrence Island to Nome and return at no expense to the Government.

Native O'Rally and his son were transported from Big Diomed Island to Nome at request of the Department of Justice (district attorney at Nome).

July 12 Mr. R. J. W. Brewster of the Department of Justice was given passage from Nome to St. Michael to enable him to catch a river steamer.

July 20, Mr. N. Mayer, a traveling salesman, was given passage from St. Michael to Nome, as there was no other available transportation.

Capt. Robert Bartlett of the wrecked Canadian steamer *Karluk* joined the vessel at Nome July 23 (authority, department telegram of June 7, 1914), and finally left the vessel at Victoria, B. C., October 25, 1914.

W. C. Shields, superintendent of education northwest district, joined the vessel July 23 and left at Kotzebue August 4. Inspected schools and reindeer herds en route. Authority, department letter of April 6, 1914.

Rev. A. R. Hoarse, missionary, was given passage to Point Hope from Nome, there being no other transportation available. He joined the vessel at Nome July 23 and left at Point Hope August 7.

Warren Adloat, a native of Cape Prince of Wales, joined the vessel as interpreter July 30 and left the vessel September 11. His services were paid for by the Department of Justice.

At the request of Mr. W. C. Shields, transportation was furnished Mr. C. Replogle, school-teacher, and Frank Wells, native, from Deering to Kotzebue.

At the request of Bishop Rowe, of Alaska, passage was given Mr. B. T. Rodgers, missionary, from Kotzebue to Point Hope.

It being uncertain whether the schooner *C. S. Holmes* would reach Point Barrow, transportation was furnished Mr. and Mrs. T. L. Richardson and their two children from Wainwright to Barrow. Their supplies were also transported.

The following destitute seamen from the wrecked schooners *Transit* and *Elvira* were given passage to Nome and there turned over to the deputy collector of customs: A. C. A. Olsen, H. O. Hansen, R. J. Berset, H. R. Smith, and A. C. Johnson, from the *Transit*, and L. Pechette, from the *Elvira*.

Fred Adloat, a Nome native who had been in the employ of the Canadian Arctic expedition, was given passage to his home at the request of Capt. Bartlett.

Mr. W. S. Brooks, a scientific collector from Harvard University, who had wintered on the schooner *Polar Bear* in the Arctic, was given passage from Barrow to Nome, as there was no other available transportation.

The following members of the crew of the wrecked Canadian Arctic steamer *Karluk* came on board September 8 from the schooner *King and Winge* and were landed at Victoria, British Columbia,

October 26: John Munro, W. L. MacKinlay, J. R. Hadley, R. J. Williamson, R. Templeman, H. Williams, F. W. Maurer, and E. Chafe.

Mr. Bert McConnell, former secretary to Mr. Stefansson, of the Canadian Arctic Expedition, who was a passenger on the *King and Winge*, was given passage to Nome.

Miss M. Caldwell, the school-teacher at Cape Prince of Wales, was given passage from that village to Nome.

30. During the summer it has been the practice to afford aid to the natives where possible, when they were moving about, without diverting the vessel from her regular duties. The natives were found to be in a most prosperous condition, due to the fact that all fur-bearing animals were caught in great numbers. There was also a plentiful supply of walrus and seal. A marked improvement was noticed in the condition of the natives all along the coast, in marked contrast to former years when I visited these villages.

31. Attention is called to the small gas vessels operating out of Nome along the Siberian coast, all of which take more or less whisky to the natives of that coast. These vessels operate in violation of the Russian law, which requires that vessels trading along that coast should enter at Petropaulovsk. During the past season only one American vessel (the *King and Winge*) was legally trading along that coast.

32. Attention is invited to the wholesale slaughter of walrus in Arctic waters, outside the territorial limits, both by American and foreign vessels, which must sooner or later materially affect the food supply of the natives of the Arctic coast on both sides of Bering Strait.

33. While in the North, official calls were exchanged with all Government officials on duty there and every possible assistance rendered them.

34. No serious violation of law was reported during the past season; one case of a native at Point Hope who was living in adultery was tried and sentence of fine imposed. There were no cases reported where white men on vessels or ashore had violated native women.

35. The vessel had been almost continually underway since leaving this port on the 3d of May last, all the officers and crew have performed the duties assigned them in a cheerful and efficient manner, and there has been no serious illness on board.

36. A set of photographs taken during the cruise by the master-at-arms, A. W. Gronholm, is inclosed for the information of the department.

37. During the summer the main boiler developed serious leaks eight times, and is leaking at the present time. On the voyage from Unalaska to Seattle the loss of feed water in the boiler was such that it was necessary to run the evaporator day and night from October 19 to 26; the condenser sprung a leak during the summer, which was repaired, and is leaking at the present time.

Respectfully,

C. S. COCHRAN, *Commanding.*

To the CAPTAIN COMMANDANT.

REPORT OF OPERATIONS OF BERING SEA FLEET, 1914.

SAN FRANCISCO, CAL., *December 30, 1914.*

SIR: 1. In compliance with instructions contained in paragraph 12 of department order of March 25, 1914, the following report of the operations of the Bering Sea fleet during the season of 1914 is submitted.

2. The fleet was composed of the following-named vessels, commanded by the officers named, respectively: *Tahoma*, Capt. R. O. Crisp commanding; *Manning*, Capt. F. G. Dodge commanding; and *Unalga*, Capt. H. G. Hamlet commanding.

3. The *Bear*, Capt. C. S. Cochran commanding, was designated for the usual cruise to the Arctic Ocean, but was directed to report to me when within radio-signal distance and obey such instructions as I might give, not, however, to interfere with her general orders for the Arctic cruise.

4. The *McCulloch*, Capt. P. H. Uberroth in command, was detailed to convey special commissioners from Seattle to the Seal Islands in order to study conditions on those islands and for duty in connection with the floating court in Alaska. But after landing the commissioners and pending the time to go to Valdez for the court, she was to proceed to Unalaska and report to me for such duty as I might direct.

5. The duties of the fleet in general were to patrol the waters of the northern part of the North Pacific Ocean and of the Bering Sea, particularly along the Aleutian chain of islands and in the vicinity of the Pribilof Islands for the purpose of enforcing the provisions of the convention of July 7, 1911, between the United States, Great Britain, Russia, and Japan, proclaimed December 14, 1911, and the act of Congress approved August 24, 1912, for the protection of the fur seals and sea otters and to enforce the laws and regulations for the protection of game, the fisheries, and fur-bearing animals in Alaska. In addition to the foregoing, the vessels were instructed to give attention to other general duties with which revenue cutters are charged, to render such assistance to vessels in distress as possible, and to board and examine such fishing vessels as might be seen.

6. Unalaska, Alaska, was designated as the headquarters of the fleet, and shore parties were to be established at Atka, Kiska, and Attu during such portion of the season as was deemed advisable, to guard against the unlawful use of the islands for sealing purposes.

7. The patrol was to continue until it was no longer needed, but the *Unalga* was to be detached as soon after the 1st of July as she could be spared and directed to proceed to Seattle. In order that the work of each vessel of the fleet may be seen without perusing the whole report, and to avoid possible repetition, the duties performed by each will be given separately.

"UNALGA."

8. (a) This vessel sailed from San Francisco at 7 p. m. April 22 with orders to patrol in, and in the vicinity of, Unimak Pass, Aleutian Islands, during the early part of the season, in order that she might be available in case any of the cannery and fishing vessels going into Bering Sea via that pass should need her assistance. On

each cruise mail was taken for the fishing fleet, and medical assistance was afforded to those on the fishing vessels needing it.

(b) Three days after the *Unalga* sailed a radiogram was received stating that the British schooner *Albert Myers* had been fishing for some time at Little Koniuji, one of the Shumagin group of islands, and that unless otherwise directed the *Unalga* would proceed to the place designated and investigate the matter. A few days later the *Unalga* wired that the fishing vessel had reported at the customhouse at Unalaska, and the *Unalga* had again shaped a course for Unimak Pass.

(c) On May 1 the following radiogram was received from the commanding officer, northern division:

Lighthouse inspector at Ketchikan advises Scotch Cap fog signal not sounding account oil shortage. Enough oil to run light May 17. Notify Bering Sea cutters and advise inspector probable date arrival *Tahoma* at station.

DUNWOODY.

This was deemed a most urgent matter, considering the number of vessels that go through Unimak Pass early in the season, and the *Unalga* was directed to furnish the station with oil pending the arrival of the *Tahoma* with a full supply. On the evening of the 4th the *Unalga* arrived off Scotch Cap, but, it being impossible to land the oil because of the high surf, waited until the following morning, when 80 gallons were sent ashore by means of a surf line, the surf being still too heavy for a boat to land. The ship reached Unalaska that afternoon.

(d) In the afternoon of May 8, after receiving mail for the fishing fleet, the ship sailed, and the following day (9th) delivered 100 gallons of oil at the Scotch Cap Light station and supplied the keeper with some small stores. This service performed she cruised in Unimak Pass and vicinity, visiting Dublin Bay twice, and going as far east as Slime Bank, boarding and delivering mail to a number of fishing vessels and rendering such medical aid to their crews as necessary, until the evening of the 14th, when an anchorage was made in Akun Cove. During the cruise a number of vessels—cannery and fishing—were seen going into Bering Sea, and such of them as desired were reported to their owners by radiograph. On the 12th Charles Paterson, a member of the crew of the fishing schooner *City of Papeete*, was found to be suffering from what appeared to be pleurisy and tuberculosis, and was so ill as to require constant medical attention. He was taken on board the *Unalga* and three days later transferred to the *Tahoma*, and upon arrival of the latter vessel at Unalaska was sent to the Jesse Lee Home for treatment.

(e) On the 15th the *Tahoma* arrived in the pass and transferred to the *Unalga* W. J. Pearson, assistant keeper of the Cape Sarichef Light station, with his personal effects, some supplies for the light stations on Unimak Island, and 320 gallons of oil for the Scotch Cap Light station, to be landed at the first opportunity.

(f) The next morning the *Unalga* stood for Lost Harbor to visit the stranded ship *Paramita*, arriving in the afternoon. Leaving Lost Harbor the same evening, patrol duty was continued. A number of efforts were made during the next few days to deliver oil and stores at Scotch Cap and to land Pearson and the fresh provisions at Cape Sarichef, but heavy weather rendered communicating with those

stations by boat impossible until late in the afternoon of the 19th, when Pearson was put ashore at a small cove $1\frac{3}{4}$ miles northeast of Cape Sarichef Lighthouse.

(g) On the morning of the 21st the *Unalga* again arrived at Lost Harbor to assist the *Paramita*. In company with the *Tahoma*, the *Unalga* worked on the stranded craft for eight days, as the weather permitted, but to no purpose. A more particular account of the efforts made to save the *Paramita* will be given in connection with the work performed by the *Tahoma*, she being the senior ship present. On the 25th the *Unalga* proceeded to Unalaska and was detained there by heavy weather until the 27th.

(h) It having been decided to abandon the *Paramita*, and there being no other means of disposing of the cannery force of about 115 persons of the Bristol Bay Packing Co. she had on board, the *Unalga* took them to the mouth of the Naknek River, near their destination. About 50 tons of provisions and other supplies saved from the wreck were also taken, and the people subsisted themselves during the time they were on board—about three days. It had been arranged by radio that a tug with barges should meet the *Unalga* at the entrance to the river, and when she arrived the morning of the 31st there was no delay in transferring the freight and passengers. Although it was Sunday, all hands were turned to to clean and disinfect the ship, and as many as possible of the cannery vessels anchored in the river were boarded.

(i) Two days later the *Unalga* was at Cape Sarichef, but a southeasterly gale was blowing and an anchorage was made under the land until early in the morning of the 4th, when conditions were more favorable and all packages for the light station were safely landed. Next, an effort was made to land mail, provisions, and oil at Scotch Cap Light Station, but heavy surf made boating impracticable. The night was spent in drifting in Unimak Pass. Early the following morning (June 5) the ship again anchored off the station; the surf still was too high, but the keeper signaled that a landing might be made at a small beach about a mile to the westward. Anchorage was shifted to the place designated. The boat could not land, but by means of a surf line the mail, provisions, and 50 gallons of oil were sent ashore.

The next day unsuccessful attempts were made to land more oil at Scotch Cap, the line-throwing shoulder gun being lost overboard in efforts to get a line to the beach. On the morning of the 7th, however, there was no surf at the landing abreast of the station and the remainder of the oil—270 gallons in cases—was quickly put ashore. The above service having been completed, the ship returned to Unalaska, arriving at a few minutes after 6 o'clock in the evening. The *Unalga* remained in port cleaning boiler, coaling, etc., until the 15th.

(j) Her next cruise covered the period from June 15 to July 2, both inclusive, during which she went as far westward as Attu Island, calling at several intermediate villages and establishing the shore stations below noted. The ship was well loaded and had as passengers Dr. H. O. Schaleben, superintendent of schools, southwestern district of Alaska, and Deputy United States Marshal W. B. Hastings and his interpreter. Dr. Schaleben had to investigate school con-

ditions at Atka, while Mr. Hastings desired to look into some matters at Attu in his capacity as deputy marshal. On the westward trip calls were made at Nazan and Korovin Bay (Atka Island), Kiska, and Chicagoff (Attu), while on the return cruise stops were made at Nazan and Nikolski, the latter a village on Umnak Island. She returned via the south side of the islands east of Tanaga Pass, entering Bering Sea again through Unalga Pass and arriving at Unalaska in the afternoon of July 2. It was observed that Tanaga Volcano had been inactive for some time, as indicated by clean snow on it, but Gareloi and Kanaga showed signs of recent slight eruptions, and both were emitting sulphurous smoke and steam. Fog prevented observation of other volcanic peaks.

(k) At Atka an officer was detailed to audit the accounts of the Government school-teacher, this having been requested by the chief of Alaska division, Bureau of Education. At Kiska the remainder of the lumber which had been placed there by the Navy Department some years previously, about 1,400 feet, was taken on board. A little more than 200 feet of it was left at Nikolski for repairing barabaras and the remainder was landed at Unalaska, from which place it was taken to Kashaga by the *Manning* for flooring barabaras.

(l) Shore parties were established on the dates specified, respectively: At Sand Bay (an arm of Korovin Bay), Atka, June 21; at Kiska, June 23; at Chicagoff Harbor, Attu, June 25.

At Sand Bay and Attu cottages (igloos) were erected by the *Unalga* for the shore parties, and each party was comfortably established and well provided before the ship left. The Kiska party took up quarters in the two comfortable shacks (frame) erected there some years ago by the Navy.

(m) Atka was reached the second time on the evening of June 28. The vessel was delayed there nearly two days that Second Lieut. F. L. Austin, in his capacity as United States commissioner, might hear the case of H. G. Seller, the school-teacher, against whom a serious criminal charge had been preferred and who had been arrested by Deputy United States Marshal Hastings. The accused was held without bail to appear before the grand jury and was placed under suitable restraint on board the *Unalga* for transfer to the jail at Unalaska. Transportation to Unalaska was given to Mrs. Seller, wife of the prisoner, and five Government witnesses.

(n) Leaving Atka the afternoon of June 30, the ship proceeded to Nikolski, Umnak Island, where native conditions were investigated, and thence to Unalaska, arriving at the latter place July 2.

(o) Having received from the department a radiogram containing a code message from the Commissioner of Fisheries for Mr. Whitney on St. Paul Island, the *Unalga* sailed on the evening of the 3d for the seal islands, but owing to the dense fog it was the afternoon of the 5th before she anchored off the village on St. George. After less than an hour's delay the trip was resumed, but fog again became dense and the ship drifted during the night. Early in the morning of the 6th an anchorage was made off East Landing, St. Paul, and the dispatch for Mr. Whitney delivered by messenger. The ship remained off St. Paul until the afternoon of the 8th, the weather being disagreeable all the time, when, after getting the mail, she sailed for Unalaska, stopping at St. George en route for mail.

(p) Department letter of April 14, 1914, instructed me as follows:

As soon after July 1 as in your judgment it is feasible to do so, you are directed to detach the *Unalga* from the Bering Sea fleet and instruct her to proceed to Seattle, Wash., and report to the commanding officer of the northern division.

She sailed the evening of the 18th and arrived at her destination at 3 o'clock in the afternoon of the 27th. The *Unalga* served with the fleet 104 days.

MANNING.

9. (a) The *Manning* reported for duty April 20. She was then at Sausalito, Cal., and practically ready for sea. She had been instructed to sail from San Francisco for the season's work in Alaskan waters not later than May 1, but inasmuch as she had to tow the launch *Guard* to Port Townsend, it was arranged for her to leave with her tow April 20, and she got away promptly. After a short delay at Drakes Bay to await favorable weather, she made a fine run up the coast and arrived at her destination early in the morning of the 25th. She proceeded to Seattle the same day, and there made final preparations for the cruise.

(b) The *Manning* sailed from Seattle at 9 o'clock in the morning of May 1 and proceeded to Union Bay, British Columbia, for coal, arriving there the following (Saturday) morning. The following morning she left, passed out to sea via Broughton Strait and Golitas Channel, and shaped a course to clear Cape St. James, and thence up the coast on patrol duty. She cruised actively until May 31, when she moored at the wharf at Kodiak for coal, but was able to secure only 150 tons, the schooner with a cargo of Australian coal for the contractor being then overdue. During the cruise she called at Sitka (8th), Yakutat (9th), Kodiak (13th), Port Etches (22d), Latouche (23d), and Seward (24th). Seward was visited for fresh water and fresh provisions, including beef. A few seals were seen and several vessels boarded, but no evidence could be found that illegal sealing was being carried on off the coast of southeastern Alaska.

(c) The *Manning* resumed cruising June 3 and continued until June 17, when she put in at Sitka for coal and fresh water and to clean boiler. In the interval she called at Seward (5th) for fresh beef and vegetables for the crew; Three Saints Bay (8th), where the fishing schooner *Progress* was boarded; Old Harbor (8th); and Yakutat (14th). The ship remained in port, coaling, overhauling machinery, cleaning boiler, boarding vessels, etc., until the 22d, when she went to sea, patrolled to the westward across the Gulf of Alaska, and arrived at Kodiak three days later. Here she took on board the spare stores that had been landed earlier in the season and sailed about noon the following day (26th). Until July 15, when she arrived at Unalaska, she patrolled actively between Kodiak and Unimak Pass, going to a distance of 50 miles offshore and entering or looking into most of the harbors of Alaska Peninsula and the outlying islands where vessels can find shelter. Considerable thick and stormy weather was experienced. But few seals and not many vessels were seen. On the evening of the 2d of July she anchored at Simeonof Island and remained until near noon of the next day. Fresh meat was obtained here at a very reasonable price, there being a number of cattle on the island. Independence Day was spent at

anchor in Ivanof Bay; the ship was dressed, a national salute fired at noon, part of the crew given liberty, and the day observed as a holiday.

(d) On July 8 a radiogram was received from the captain of the Coast Survey steamer *Patterson*, then at Sand Point, announcing a light volcanic eruption, probably of Pavlof, and also one from the deputy United States marshal at Unga requesting that Pavlof Bay be visited to see if the people there had been injured by the eruption. As the *Manning* was not far from Pavlof, she was sent to investigate, and ascertained that the eruption had caused no damage at Pavlof Bay and vicinity. At Sand Point it was learned that volcanic ash had fallen there and at Unga, beginning about 3 o'clock in the afternoon of July 5 and continuing for a little more than an hour, during which time it was so dark that lamps were lighted, but no damage was done. About a ton of the ash fell upon the decks of the *Patterson*.

(e) From July 15 to July 22 the ship was at Unalaska, coaling, overhauling machinery, and holding small-arm target practice. Early in the afternoon of the 22d, having taken on board about 1,200 feet of the lumber of the United States Biological Survey for making corrals on deck for reindeer, and being ready for sea, she dropped out to an anchorage in the outer harbor to give a berth at the wharf for the approaching mail steamer *Dirigo*. I had been advised by the department that Mr. Tasakra Kitahara, a representative of the Japanese Government, would arrive at Unalaska on the mail steamer due there about July 23, for the purpose of visiting the Seal Islands in the interest of his Government, and was directed to arrange for his transportation to his destination as soon as practicable after his arrival. This was done, and as soon as mails and other articles for the islands brought in by the *Dirigo* could be delivered on board the vessel sailed. Mail for the fishing fleet was also taken.

(f) Dense fogs were encountered as the islands were neared; the ship stood off and on under slow bell near St. George most of the night of the 23d, and anchored very early in the morning off the south side of the island. In the forenoon (24th) the fog lifted sufficiently for the outline of the land to be seen, and the ship was got under way for St. Paul. Although the fog continued quite dense, Otter Island was sighted, and at 2.50 p. m. an anchorage was made in Village Cove, St. Paul Island, and Mr. Kitahara and the mail and other articles for St. Paul were sent ashore. Heavy southeasterly and southerly weather compelled the *Manning* to seek a more safe anchorage at Northeast Point until the forenoon of the 26th, when, the weather having cleared somewhat, though still blowing a gale, she ran across to St. George and anchored off the village. The storm was very severe, and it was not until the morning of the 27th that the mail could be landed. As soon as the boat returned the ship got under way for Dublin Bay and a cruise over the fishing banks.

(g) Traverses were made over the fishing banks to the northeastward until the forenoon of the 31st, when the ship anchored off the entrance to the Ugashik River to await the arrival of Dr. L. H. French, of the United States Bureau of Education, with whom Capt. Dodge was to confer regarding the delivery to the *Manning* of a number of reindeer for transfer to Atka Island. During the cruise over the fishing banks—Slime and Baird—but one fishing vessel was

spoken (*Wawona*, of Anacortes, Wash.), and mail was delivered to her. I had communicated with Dr. French by radiogram and arranged for the delivery of 50 reindeer alongside the *Manning* August 1. I requested also that sufficient food to last the animals at least five days be put aboard the ship. Early in the evening the canning tender *Lehua*, having Dr. French aboard, came alongside and piloted the *Manning* inside of the entrance to the river, where an anchorage was made to await a favorable tide. A local pilot was furnished free of charge, and on August 2 the vessel proceeded to a convenient anchorage about 12 miles up the river, but it was not until shortly after noon of the 4th that a lighter came alongside with the reindeer. Nine of the reindeer died from what appears to have been careless handling by those who delivered them to the *Manning*. None died by reason of the sea trip.

(h) Early in the morning of the 5th the ship started down the river, a pilot being on board, but owing to fogs and unfavorable tides she did not get to sea until the next forenoon. The *Manning* arrived at Unalaska the morning of the 8th for the purpose of leaving Second Lieut. of Engineers A. H. Bixby, as noted below, and for water, and to secure food for the reindeer, and remained in port until early the next morning, when the trip to Atka was resumed. Some merchandise and lumber for natives at Nazan, Nikolski, Chernofski, Kashega, and Makushin villages was taken on board. On the afternoon of the 10th the reindeer (40—30 female and 10 male) were landed at the north end of Nazan Bay, Atka Island, where there is an abundance of food for them; the animals were in good condition when put ashore. The natives at the village near by, where the *Manning* anchored for the night, were warned not to kill or disturb the reindeer, as they belong to the Government.

(i) Leaving Atka on the 12th, the *Manning* visited, in the order named, the villages of Nikolski, Chernofski, Kashega, and Makushin. Each village was inspected by the surgeon, who rendered medical aid to such of the natives as needed it. At Kashega lumber was landed for flooring barabaras, and the men of the village were instructed how to lay the floors. The ship returned to Unalaska on the 16th.

(j) The *Manning* remained in port until the 27th taking on coal, cleaning boiler, holding small-arm target practice, and undergoing the regular semiannual inspection. On that date she sailed for patrol duty, and the following afternoon anchored off St. George and landed the mail. The surf was too heavy to permit the boats to land the freight. Next morning about one-third of the Government goods were landed, when the sea again interfered with the operations. The gale continued, shifting to WNW. during the night, with rough sea, making it necessary for the *Manning* to get underway. She steamed to St. Paul and anchored off East Landing near the *Tahoma*. Mail, passengers, and freight were landed. There were taken on board, for transportation to Seward, a number of boxes belong to the Bureau of Fisheries and the mail for Unalaska and the States. Early in the evening the ship sailed for Unalaska, where she arrived at 8.45 a. m., September 1. Coal and spare stores landed at Unalaska earlier in the season were taken on board as rapidly as possible.

When the *Manning* left Unalaska the forenoon of the 2d, her commanding officer had instructions to land the passengers at Seward, visit the halibut fishing banks with the special purpose of looking for and examining thoroughly, if found, the schooner *Progress* (which vessel was suspected of being engaged in illegal sealing), and return to Seattle via the inside passage, boarding vessels en route. The vessel called at Akutan, cruised over the fishing banks off the southern and eastern sides of Kodiak Island, touched at Kodiak village (on the 5th), steamed over the fishing banks between Kodiak and Seward, and arrived at the latter place early in the evening of the 6th. Passengers were landed at once, and early the following morning the ship sailed for Sitka (via the fishing banks off Cape St. Elias, Yakutat, and Sitka), where she arrived on the 10th. Vessels in the harbor were boarded. The next morning the trip was continued, and the fishing banks between Sitka and Cape Ommaney were visited. The "inside passage" was entered the afternoon of the 11th. With the exception of one cannery ship sighted in Unimak Pass, no vessels had been seen at sea since leaving Unalaska. At noon of the 12th a salute of 21 guns was fired in honor of the 100th anniversary of the writing of The Star-Spangled Banner. That afternoon the vessel anchored off Wrangell. Capt. Dodge conferred with the deputy collector of customs, and had boarded the 26 vessels, 22 of which were motor boats, in the harbor. At Ketchikan, where the *Manning* stopped late the next afternoon, the commanding officer called on the chief officer of the customs, and had boarded the 39 vessels in port. The remainder of the cruise, which was resumed early the next morning (the 14th), was uneventful, and Seattle was reached at 12.10 p. m., September 21.

(l) My instructions to Capt. Dodge released his command from duty in connection with the Bering Sea fleet upon his arrival at Seattle, but, the *Tahoma* having been wrecked September 20, he received orders three days after reaching his destination to return to Unalaska, and in obedience to these orders the ship sailed for the port designated September 26.

(m) Owing to stormy weather and poor coal the ship did not reach Unalaska until the afternoon of October 8, having been unable to land the ship's surgeon at Cape Sarichef, Unimak Island, where she had stopped by my direction to give medical assistance to one of the keepers at the light station. She took in coal and sailed late the following afternoon for Cape Sarichef to render the needed medical aid. The ship went out in charge of First Lieut. H. R. Searles, the executive officer, Capt. Dodge having remained behind to continue the inquiry into the facts and circumstances connected with the loss of the *Tahoma*, he being senior member of the board appointed for that purpose. She arrived off the cape early in the morning of the 10th. Asst. Surg. L. W. Jenkins was sent on shore, but upon attempting to return to the ship about an hour later with the sick man (Keeper Louks, of the light station) the boat swamped and capsized, resulting in the drowning of the surgeon, the sick man, and four of the boat's crew—Coxswain George Demarco (of the *Tahoma*), Seamen Dalsgard and Lundehaugh, and Ordinary Seaman E. Kooly. Coxswain Demarco, being acquainted with the landing at Cape Sarichef, was assigned to the *Manning* for the trip, but Gunner C. Magnusen was in charge of the boat. When the accident became known

aboard the ship the latter stood in closer to the beach and dispatched a boat to the rescue; it picked up Seaman Wold, but was unable to reach Ordinary Seaman Kooly. A landing could not be made, the sea then being too heavy, the wind having shifted to onshore, and the boat returned to the ship. Just how many of the boat's crew succeeded in reaching the shore could not be ascertained then, and the station did not answer the *Manning's* signals. The ship ran across to Akun Cove to await a favorable opportunity to land. Early next morning (Sunday, the 11th) she was again off Cape Sarichef. Two boats were sent in and obtained the information above given. Gunner Magnusen and Seaman Murphy, the only other survivors of the unfortunate boat's crew, were taken on board. They had remained at the light station. No bodies had been recovered nor was the boat (the third whaleboat) found, and the ship returned to Unalaska. On the afternoon of the 18th, when en route from the Seal Islands to Unalaska, the *Manning* tried to communicate with the light station, but, because of the onshore gale which was blowing, was unable to do so. She again sought shelter in Akun Cove, but ran over to Cape Sarichef the next morning. The surf still was too high for boating, but the ship maneuvered about a third of a mile offshore for more than an hour while exchanging signals with the station. It was learned that no bodies had been recovered and that the lost whaleboat had not been seen.

(n) A board of inquiry, consisting of First Lieuts. Eben Barker and T. M. Molloy and Second Lieut. R. W. Dempwolf as members, with Second Lieut. W. K. Scammell as recorder, was appointed on the 12th of October to investigate the facts and circumstances connected with the accident to the *Manning's* boat. The following evening the board submitted its report.

(o) The *Manning* took in coal, loaded more than 40 tons of freight (principally provisions) for the Seal Islands, received on board mail and certain official passengers, and sailed for those islands the 14th. The next afternoon the mail and passengers were landed at St. George, and the ship arrived off St. Paul the same evening. By the middle of the following afternoon the Government cargo had been discharged and the furs (1,804 sealskins and 173 fox skins) received on board and stowed.

(p) All matters at St. Paul being completed to the satisfaction of the Government agent in charge, the ship proceeded to St. George, anchoring about $1\frac{1}{2}$ miles off the village early in the evening. The wind being onshore and fresh and squally, a nearer approach to the land at night was not deemed advisable. The next forenoon the weather having moderated, the ship dropped in close to shore and signaled for a boat. By 5.30 p. m., when the surf was again getting too high for safe boating, passenger and freight had been safely landed, and the furs and outgoing mail received on board, and the vessel sailed for Unalaska, arriving on the 19th. Had it not been necessary to make repairs to the boiler, the ship could have sailed with the *Tahoma's* people allotted to her for transportation to Seattle on the 20th, but as it was, she got away the afternoon of the 21st. Because of the necessity for delivering the sealskins quickly, as above mentioned, Capt. Dodge was authorized to steam at ordinary full speed, one boiler, with permission to use both boilers if he

should encounter head winds that were liable to delay the ship beyond the time above specified.

(g) Assist. Surg. H. M. Thometz and Second Lieut. of Engineers T. H. Yeager, who has been attached to the *Tahoma*, were assigned to duty on the *Manning*. On October 20 the following shipwrecked people reported on board the *Manning* for duty and for transportation to Seattle: Third Lieut. S. S. Yeandle, Third Lieuts. of Engineers F. C. Allen and W. M. Troll, Carpenter E. C. Russell, Machinist George Leusenrink, 21 enlisted men, and Gunner F. C. Greene, of the *Unalga*. The *Manning* was a unit of the patrol fleet 196 days.

"TAHOMA."

10. (a) The *Tahoma* reported for duty in connection with the Bering Sea fleet April 25. The ship was then at Seattle fitting out for the cruise, and it was directed she be ready to sail for the season's work May 1.

(b) Prior to sailing the *Tahoma* received on board 500 gallons of kerosene and some provisions for the Scotch Cap light station, a few fresh provisions for the Cape Sarichef light station, and two knock-down igloos, three dories, and a few other articles for the shore stations to be established on islands to the westward of Unalaska. At the request of the inspector of the sixteenth lighthouse district, an assistant keeper of the Cape Sarichef light station was given transportation to his post of duty. Everything being in readiness, the *Tahoma* sailed at 9 a. m. May 1, proceeded to Union Bay, British Columbia, filled her bunkers with coal, and leaving the latter port the afternoon of the 3d, passed out to sea by Cape Scott the evening of the 5th, and shaped course for Kodiak. The trip was uneventful, and the *Tahoma* arrived at Kodiak at noon the 10th.

(c) The general conditions at Kodiak had improved since last fall. There will be ample grazing for cattle and sheep during the summer, much of the volcanic ash having disappeared from the slopes of the hills. Gardens were being prepared, and undoubtedly the usual quantities of such vegetables as were formerly grown there will be obtained. Few of the trees were killed by the volcanic deposit, and they showed considerable new growth. The hunting was fairly good during the winter. There was no opportunity to visit the settlement and the orphanage at Woody Island, but they were reported in good condition. Inquiry in regard to the health conditions of the several villages on Kodiak and neighboring islands, at which measles prevailed last winter, developed the fact that the disease had disappeared, and the natives are getting along well. It had been intended to call at the villages on the eastern side and southern end of Kodiak Island in order to give such medical assistance as might be needed, but the report from them being favorable no stop was made, as the *Manning* had instructions to visit the places during her cruising.

(d) The *Tahoma* left Kodiak on the 11th and proceeded to the village of Perry, arriving late in the afternoon the following day. The natives seemed much better contented than last season. Hunting and fishing had been quite good. A number of the men had gone to the canneries on the Bering Sea side of the peninsula for work—last year they went to Chignik. I delivered to the chief the bell of

the wrecked steamer *Yukon*, which was given me last season for the village; it was received by the villagers with manifestations of pleasure. I never before saw natives show so much appreciation, and before I left the chief gave thanks again for the bell (he can speak a little English), but at the same time he wanted to know when we would bring lumber for a church. One of the igloos had been vacated by its owner and fitted up as a church, and much ingenuity had been displayed in the matter, considering the materials with which they had to work. Their chief is anxious to have a school established at the village, and I think one should be opened there.

(e) After a visit of about 1½ hours at Perry, the trip was continued, and the afternoon of the 15th the ship hove to off Scotch Cap, Unimak Island, to deliver the oil and other supplies for the light-station. There appeared to be too much surf on the rocky shore to permit of landing safely, and no attention was paid to our signal to send a boat, therefore we steamed across to Akun Cove and anchored near the *Unalga*, which vessel had been directed to meet the *Tahoma* at that point. Mail was delivered to the *Unalga*, and there were sent on board of her for delivery the oil and stores for Scotch Cap and Cape Sarichef, and W. E. Pearson for transportation to the latter place. Pearson, some of the oil, and the supplies were subsequently landed at their respective destinations as heretofore reported. There was received from the *Unalga*, for transportation to the hospital at Unalaska, a sick fisherman who had been taken from a vessel of the fishing fleet a few days previously.

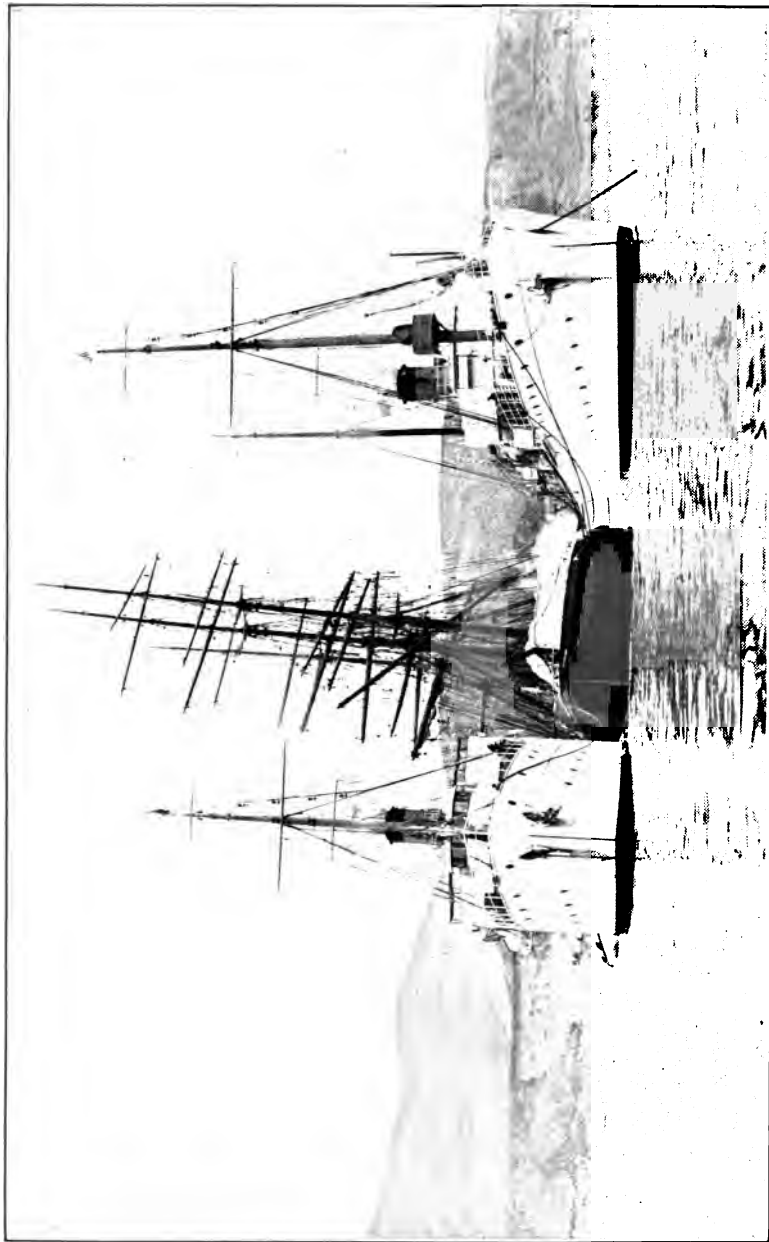
(f) During the night a radiogram was received from the deputy collector of customs, Unalaska, to the effect that the cannery ship *Paramita* had been beached at Lost Harbor, that the owner and part of the crew had reached Unalaska, and that the owner had no means of getting his men to Bristol Bay; also the deputy collector desired the ship's papers brought to Unalaska. The *Tahoma* got under way at about 4 o'clock, and a few hours later anchored near the wreck. The mate was temporarily in charge, the master having gone to Unalaska with the owner. There were about 160 people on board, nearly half the number being Chinamen. The ship was bound for Koggiung with machinery, the season's supply of stores, etc. She had struck the rocks near Ugamak Island shortly before 2 o'clock in the morning of May 14 during thick weather, had been worked clear of the reef, but was leaking badly, and was headed at first for Unalaska. Finding the water gaining rapidly the master decided to make Lost Harbor, if possible. He sailed through Akun Pass, a narrow channel used only by the small whaling steamers operating from the whaling station at Akutan Bay, and five hours after getting clear of the rocks ran the ship onto a good sand beach near the head of Lost Harbor. The ship then had 12 feet of water in her hold. She was full of water when boarded by the officer from the *Tahoma* and the mate reported her bottom badly damaged. When the officer returned to the *Tahoma* he brought with him the papers desired and two of the crew of the *Paramita*, one suffering from a knife wound and the other the man who had inflicted the injury. We then left for Unalaska, increasing the speed in order to arrive in time for me to confer with the master and the owner of the *Paramita* as soon as practicable. The mate feared trouble with his crew, and I wired the

Unalga to go to Lost Harbor and await favorable weather to communicate with Sarichef and Scotch Cap Light stations. The wind had increased to a gale during the night and the weather was thick.

(g) The owner and the master of the *Paramita* were interviewed, and it was concluded that the chances for saving the ship and cargo were good, particularly if the services of divers could be secured, and a steam pump could be obtained to place upon the ship—she had a donkey boiler. The U. S. S. *Buffalo* was at Unalaska (she was overhauling and repairing the naval radio stations in Alaska), and her commanding officer permitted her divers and outfit to sail on the *Tahoma* when she left for Lost Harbor May 18. The *Tahoma* took with her the owner, master, and such of the crew of the *Paramita* as had come to Unalaska, the two boats in which they had made the trip from Lost Harbor, and two steam pumps to be installed on the ship. The cutters arrived at Lost Harbor at about 10 p. m. of the 18th, and began work on the *Paramita* the following morning. She was joined by the *Unalga* on the 21st, and both vessels endeavored to pump out the craft, working when weather would permit, but without success, and the latter part of the week it was decided that the ship could not be saved. It developed that the ship's port (inshore) anchor had been let go when she was beached; she was forced diagonally over this anchor by heavy winds and the sea on her starboard quarter, and evidently with disastrous results, as some pieces of her bottom planking floated ashore. When this was known it was realized that the case was hopeless. The *Unalga* was directed to take the cannery crew (about 115 people) and such provisions as had been saved to their destination at the mouth of the Naknek River, and the *Tahoma* directed to take the shipwrecked seamen (except such as the owner desired to leave at the wreck) to Dutch Harbor, where provisions had been made for their care until such time as the mail steamer should call for them. The *Tahoma* landed the men at Dutch Harbor on the morning of May 29; they went out on the mail steamer which left Unalaska June 4. The diving crew and their outfit were returned to the *Buffalo*. The *Unalga* took the cannery crew and about 50 tons of stores to Naknek River, near their destination. The men subsisted on the stores saved from the *Paramita*, the Government being put to no expense in feeding them.

(h) It being necessary to send mail and stores to the Seal Islands as soon as practicable (the *Bear* not having touched at St. George on her way to Nome), the *Tahoma* sailed May 31 for the islands, returning to Unalaska. Mail and stores had been delivered at St. George and St. Paul and outgoing mail brought down, an opportunity having been given the people to answer their letters.

(i) After returning from the islands the *Tahoma* remained in port cleaning boiler, taking in coal and fresh water, until June 11, when she proceeded to sea for patrol duty on her station—Unalaska to the southeast end of Kodiak Island—on June 11. Her commanding officer was instructed to visit all fishing stations, canneries, and settlements within the limit of his cruising district, giving such assistance as he was able, and within the scope of his powers. He was instructed also to look into the case of the schooner *Chas. Brown*, reported in distress at Kings Cove, she having put into that harbor when on a voyage from Unalaska to Kodiak. A board pronounced the schooner unseaworthy. Capt.



AID TO VESSELS IN DISTRESS.

"Unalga" and "Tahoma" pumping out the bark "Paramita," stranded at Lost Harbor, Alaska.



Crisp wired for instructions, the master having requested that the vessel be towed to her destination. Before my reply directing that the schooner be towed to the nearest safe harbor to the eastward of Kings Cove, at which the mail steamer calls were received, the *Tahoma* started for Kodiak with the schooner in tow, and upon receipt of my message the craft was left at Sand Point. The *Tahoma* patrolled as far eastward as off the southern end of Kodiak Island and in Bering Sea to a point some distance to the northeastward of Port Moller. Various fishing stations, settlements, and harbors were visited, traverses were made over Davidson, Sannak, Slime, and Baird Banks, fishing vessels boarded, and medical assistance rendered as necessary. Charles Carrigan, a fisherman of the schooner *Maid of Orleans*, was found to be so ill as to require hospital treatment. He was taken on board the *Tahoma*, and upon the return of that vessel to Unalaska July 2 transferred to the Jesse Lee Home. Carrigan was subsequently sent to Seattle. The master of the schooner, which was fishing off Sannak, reported that he lost a fisherman and a dory during a storm with thick fog about May 15. When the *Tahoma* arrived at Acherk Harbor, Sannak, it was learned that the man had succeeded in reaching that place and had fished from there ever since, being out then. The *Tahoma* ran out and spoke the *Maid of Orleans* and advised her master of the safety of the man. The ship returned to Unalaska July 2, and at once took in coal and prepared for another cruise.

(j) On the 14th the ship again left Unalaska. This time she went to the Seal Islands to transfer Deputy Commissioner of Fisheries E. Lester Jones and assistants from St. Paul to St. George on the 15th and to transfer the seal investigators (special commission) from St. George to St. Paul the same day. For some time she remained at the islands, doing much work for the special commissioners appointed to inquire into matters relating to the seals and for Deputy Commissioner of Fisheries E. Lester Jones in connection with his investigation of the internal affairs of the islands, taking the officials back and forth between St. George and St. Paul and to and from Otter Island and Walrus Island. It was intended that the ship should patrol around and off shore of the islands, but she was held near St. Paul most of the time, as the services of the United States commissioner and deputy United States marshal (officers of the ship) were required on shore in connection with certain reported violations of the Territorial laws. Several cases were heard by the commissioner. Two of the accused, officials on St. Paul, were bound over to appear before next year's grand jury at Dillingham, placed under arrest by the deputy United States marshal—Lieut. Scammell—brought to Unalaska on the 29th, and turned over to the local deputy United States marshal; they were admitted to bail. The third defendant, an enlisted man of the Navy, who had been on duty at the radio station on St. Paul during the winter, was turned over to the Fish Commission steamer *Albatross* for delivery to the naval authorities at Bremerton Naval Station, Wash., for trial. The hearings above mentioned before the commissioner being completed and the fresh water having become exhausted, the *Tahoma* returned to Unalaska the 29th, as above noted, arriving at about 3 o'clock in the afternoon. She filled fresh-water tanks and bunkers and was ready for sea the following evening.

(k) On July 17 the following radiogram, signed "Smith, U. S. Fisheries Agent," had been received:

I am instructed by Bureau of Fisheries to proceed about August 1 throughout Yukon, and advised to seek revenue-cutter service, through you, to Nome or St. Michaels. Your assistance implored as only hope. Wire me, Johnson's cannery, Nushagak.

A week later—July 26—a radiogram was received from St. Paul, signed "Osgood, Parker, Preble" (the members on the part of the United States of the commission investigating seal conditions on the seal islands), as follows:

Six seal investigators request transportation St. Paul to St. George August 3 and return August 6. Kitahara and Parker request transportation August 8, St. Paul to Unimak Pass, to meet *Senator*, if feasible, Nome to Seattle; due at Pass August 9.

I wired Mr. Smith (H. O. Smith) that I could not take him to Nome or St. Michaels without special authority from the department, but that if he would come to Unalaska on the mail steamer I would endeavor to place him on board a Nome-bound steamer at Unimak Pass, the steamer being due there about August 1. To the seal investigators I replied as follows:

Shall try arrange transportation requested your radiogram 25th.

Mr. Smith arrived early on the morning of July 30 on the mail steamer *Dirigo*, went on board the *Tahoma*, and was put on board the *Victoria* on the morning of August 1, the latter vessel being intercepted in Unimak Pass.

(l) The *Tahoma* then proceeded to the seal islands, transported the six seal investigators from St. Paul to St. George, and two days later returned them to St. Paul. The cutter left St. Paul about noon of the 8th, having as passengers Messrs. C. H. Parker, B. W. Harmon, and T. Kitahara, of the special commission, and Mr. and Mrs. A. G. Whitney, who had been teachers at St. Paul, and on the afternoon of the 10th safely transferred them to the *Victoria* in Unimak Pass. The next day she investigated conditions at the village of Biorka, and returned to Unalaska in the afternoon.

(m) The ship remained in port until the 19th, coaling, cleaning boiler, overhauling machinery, and doing other necessary work. She then cruised over the fishing banks to the northeastward (Slime and Baird) to off the entrance to the Ugashik River, from which position she struck across to the westward for the Seal Islands. Although she cruised over the fishing grounds during daylight, but few fishing vessels were seen, most of them, doubtless, having left for their home ports. She patrolled around the islands, going to a distance of about 50 miles offshore, and returned to Unalaska September 4.

(n) Being anxious for the *Tahoma* to pick up the shore parties at Atka, Kiska, and Attu, she left for the westward the afternoon of the 7th. She took a quantity of stores and supplies, including 15 tons of coal in sacks and a bull, for the school-teachers at Atka, and had as passenger Deputy United States Marshal W. B. Hastings, for Atka and return. The commanding officer was instructed to make either the outward or the return trip to the southward of the islands, or at least to the southward of those west of Tanaga Island. That island was specified because patrol had been made earlier in the season

along the Pacific Ocean side of the islands east of Tanaga and all along the north side of the chain of islands.

(o) The shore party at Sand Bay, an arm of Korovin Bay, Atka, was relieved on September 11 (the vessel arrived there the 10th), and three days later the one at Kiska was picked up.

(p) From Kiska the ship proceeded to Attu, via the Bering Sea route, arriving on the 15th. Here it was learned that Carpenter J. W. Walker, in charge of the shore party, A. B. Somerville, a local trader, and a party of natives had been missing three weeks. A search was instituted for the people. They were found on the 18th on the Semichi Islands, where they had gone on the *Trilby*, a small schooner belonging to Somerville, and where the vessel had stranded. The *Tahoma* sailed from Attu early Sunday morning, the 20th, and proceeded to the schooner *Trilby*, but, as the weather was not favorable for wrecking operations, and deeming that the vessel could not be saved, shaped a course to the eastward, to the southward of the islands. At noon she was 12 miles east-northeast of Dog Cape, Agattu Island. At about 9 o'clock in the evening, and without any warning of danger, she struck on an uncharted reef in latitude $51^{\circ} 42' N.$, longitude $175^{\circ} 44' E.$, as was supposed, but which was later found to be about 9 miles to the northward of that position, in latitude $51^{\circ} 53' N.$, longitude $175^{\circ} 53' E.$ The radio distress call, "S O S," was sent out immediately, and promptly picked up by the naval radio stations of St. Paul and Unalga Island. Three messages were received from Capt. Crisp before the ship's radio plant went out of commission, as follows:

First:

Tahoma on uncharted reef, with Buldir Island bearing northeast by north mag., 41 miles distant; Agattu bearing west-northwest, distant 60 miles. Grave danger pounding. Nearest land Buldir 40 miles off. Send *Senator*. If weather comes bad, ship will fill. If forced to abandon, will attempt make Agattu.

CRISP.

Second:

Send fast ship *Senator* to lat. $51^{\circ} 42' N.$, long. $175^{\circ} 44' E.$; first position sent 15 miles too far to westward.

CRISP.

Third (5.15 a. m., September 21, 1914):

Appears impossible to save ship; water making rapidly as vessel pounds. Will remain by her and await help, but should vessel begin to break up will try to make Agattu.

CRISP.

St. Paul radio station reported that the first call for assistance was heard about 9 p. m. and the last at 5.15 o'clock the following morning. Immediately upon learning of the disaster every effort was made to send aid to the imperiled ship, but heavy weather came on, delaying relief craft, and it was not until early morning of the 22d that the first vessel—the Coast and Geodetic Survey steamer *Patterson*, which was working about 55 miles from Unalaska and had to go to that place for coal before she could start—sailed for the *Tahoma*. I was in communication with the steamship *Senator* very soon after the accident; she was then some distance to the southeastward of Sannak, bound from Seattle for Nome, but she did not start for the scene of the accident until about 9 a. m. of the 22d, when she was in Unimak Pass. As she approached Unalaska her master

reported that he had no large scale charts of the islands and would call there and get them. To save time the small whaling steamer *Kodiak* took the charts out to the *Senator*, and the latter continued to the westward.

Just before 9 p. m. of the 22d communication was established with the *Cordova* in Bering Sea southbound from Nome, and she kept off for the scene of the wreck at a speed of a little over 11 knots. Of this fact the *Senator* was advised, and she kept away for her original destination. There having been so much delay in getting vessels started to the rescue, it was feared that if the *Tahoma* had been abandoned some of the boats might not have reached land, and therefore when the whaling steamer *Kodiak* came into the harbor of Unalaska about noon of the 22d I conferred with her master, and he promised to go to the aid of the distressed ship if permitted to do so by the president of the company owning the vessel, who was at Akutan Harbor, about 45 miles distant, where he would have to go for fuel oil, anyhow, before proceeding on so long a trip. She left within an hour for Akutan Harbor, and started to the rescue as soon as practicable. Under ordinary conditions she can steam more than 10 knots per hour.

(g) The three craft made all possible speed. The *Cordova* was the first to reach Kiska, where she arrived the morning of the 25th; finding nothing there she cruised along the north side of Buldir Island, but with no better success. The *Patterson* visited the wreck, and reported by radiogram as follows:

SEPTEMBER 26.

Cordova reports Capt. Crisp and 31 men picked up in vicinity of Agattu; first boat picked up at sea 20 miles from Agattu; three boats; *Cordova* now searching near Agattu. *Patterson* and *Kodiak* arrived at wreck noon to-day; no boats seen. Boarded wreck; found decks awash; think it impossible to save anything. *Patterson* and *Kodiak* now searching between wreck and Agattu. * * *

Subsequently Capt. Miller, of the *Patterson*, who boarded the wreck and obtained observations in the vicinity, made the following statement to me:

I boarded the wreck of the *Tahoma* on September 26, 1914. There was a 16-foot swell at the time, with fair weather. There were heavy breakers about one-fourth mile southwestward of the wreck, but nearer to it the force of the sea was somewhat reduced by heavy kelp. The sea was breaking entirely across the deck, and over the top of the afterdeck house; all wood-work was broken out of the pilot house, and the starboard side of the pilot house filled with water to a depth of 6 feet with each sea. The vessel was full of water up to the spar deck for her entire length. The wreck had a list of about 45° to starboard and was resting firmly on the bottom. Masts and funnel were standing; the starboard anchor chain led toward the breakers on the starboard bow. The shoal is, roughly, 2 miles in extent, with no rocks above water; the part which breaks is about one-half mile in extent, and also about 2 miles southeastward of the wreck there are breakers. There are depths of 70 fathoms 5 miles from the wreck southeastward and westward.

The *Kodiak*, being faster than the *Patterson*, overtook the latter in the vicinity of Kiska. A plan of action was arranged and a systematic search for the boats was begun. The *Cordova* picked up four boats, containing 58 persons, among whom was Capt. Crisp, whose boat was found 30 miles to the eastward of Agattu Island early in the morning of the 26th. The other boats were found, one on the westernmost of the Semichi Islands, one at McDonald Bay

(east end of Agattu Island), and one on the south side of that island, near its eastern end. All of these were rescued on the 26th. After continuing the search another day the *Cordova* had to abandon the work because of lack of fuel and steamed for Seward, but later, at my request, made in compliance with instructions from the department, headed for Unalaska. She visited Attu twice during the search.

(r) On the 28th the *Patterson* picked up the remaining three boats, containing 29 persons, at the south side of Agattu Island, near its western end, thus accounting for all of those who were on the wrecked ship. The weather was thick and stormy at the time, and it was with difficulty that the signals of the shipwrecked people on shore were observed. As the *Patterson's* coal supply was running short, and the wind fair for Unalaska, Capt. Miller started at once for that port, deeming it unwise to delay to find and communicate with the *Kodiak*, which vessel he knew could not continue the search more than two days longer. She made a good run, and arrived at Unalaska Saturday morning, October 3. The *Cordova* arrived at Akutan whaling station the afternoon of the 2d, took in fuel oil the following morning, and sailed for Dutch Harbor the forenoon of the 4th, arriving there about 2 p. m. the same day.

(s) The *Kodiak*, the third rescuing vessel, probably did more searching than either of the others, but did not find any of the shipwrecked people. Each member of her crew volunteered for the duty. Her master, C. C. Christiansen, was enthusiastic in the search, and greatly disappointed that at least one boat was not found by his ship. From an inspection of the tracks of the rescuing vessels, it is evident that the work of the *Kodiak* was thorough, as she circumnavigated Attu Island, going into all of the bays, made two trips around Agattu, and visited the village on Attu twice, on the second visit getting fresh water for her boiler. The camping places of Lieut. Molloy's party and of Coxswain Petanz's men were visited shortly after the people had been taken away. The *Kodiak* arrived at Unalaska the 4th of October; she proceeded to her station at Akutan Harbor the same day.

(t) As so many people could not be accommodated at Unalaska, quarters were arranged for the warrant officers and enlisted men in a large vacant house—the old hotel, which had been denuded of its furniture—at Dutch Harbor; two of the commissioned officers were quartered with the caretaker at the same place and the others at Unalaska. The shipwrecked people were destitute. Not being able to secure sufficient bedding at Unalaska, 35 mattresses, 50 blankets (double), and 40 pillows were procured from the *Cordova*. Rations for the warrant officers and enlisted men were furnished by the *Bear*, which cutter sailed for Seattle October 14, having as passengers, besides the survivors of the *Karluk*, Capt. Crisp, Lieuts. Molloy and Scammell, and 41 members of the *Tahoma's* complement. Carpenter Walker and Ordinary Seaman Larsen, both of the *McCulloch*, and Seaman Combe, of the *Unalga*, members of shore parties who were shipwrecked on the *Tahoma*, were also sent on board the *Bear* for transportation to Seattle and San Francisco. A week later, October 21, the *Manning* also sailed for Seattle, taking the remainder of the shipwrecked people, including Second Lieut. of Engineers Yeager

and Asst. Surg. Thometz, both of whom had been assigned to duty on the ship. The men took the bedding with them, the ships being unable to supply any. It was subsequently agreed that the steamship company would take them back, making a charge for renovating them only. Some of the things became lost, but most of them have been returned. A voucher covering the expense of renovating them will be submitted as soon as practicable.

(u) Most of the shipwrecked were in good physical condition, except as regards their feet, which gave much trouble. There was considerable swelling at first; after this subsided there was much pain, particularly at night, which prevented sleeping. A few of the men suffered severely and for a time could not walk; many, including several officers, were lame and had not recovered when they left for Seattle.

(v) A board of inquiry, of which Capt. F. G. Dodge and C. S. Cochran and First Lieut. of Engineers H. L. Boyd were members, and Second Lieut. P. H. Harrison was recorder, was appointed October 7 to investigate matters relating to the loss of the *Tahoma*. The inquiry was completed late in the afternoon of October 13 and the record forwarded to the department the following day. The loss of the ship was an accident, for which no one was held responsible, and the board was of the opinion that no further proceedings in the case should be had. The proceedings, finding, and opinion of the board were approved, and, by direction of the department, the board was dissolved November 16, 1914. Because of the condition of the wreck as reported it was deemed useless to send a vessel to salve any of the outfits; had it been earlier in the season, I should have sent a vessel of the fleet to endeavor to save the 6-pounders, the anchors and chains, etc. It is possible that the anchors and chains may be secured next season.

The loss of the *Tahoma* deprives us of a fine ship and cripples the service on this coast. The monetary loss is considerable. But the wrecking of the ship brought out the qualities of the officers and crew, and their conduct under the trying and dangerous conditions to which they were subjected reflects much credit not only upon themselves but upon the service at large. The fact that not one of the 87 persons on board lost his life or received injury, although the disaster occurred in the open sea, about 82 miles from the nearest available land, and in abandoning the wreck seven boats were used, two of them being less than 20 feet in length, speaks volumes for the discipline of the ship and the efficiency of the officers and crew; and this is accentuated when it is realized that the boats were at sea from three to five days, during which time gales and high seas were encountered. Each boat was equipped carefully and as fully as its capacity would permit, and though forced to act independently—the boats became separated shortly after leaving the wreck—made the perilous trip safely, demonstrating the ability of those in charge.

The *Tahoma* was attached to the Bering Sea fleet 149 days.

11. Each vessel of the fleet cruised under one boiler at a speed of about 8 knots per hour, except in emergencies and when, under special circumstances, a greater speed was necessary.

12. The coal furnished the ships at Unalaska was from Australian mines; it was free-burning lump and gave general satisfaction.

SHORE PARTIES.

13. (a) Three shore parties were established on islands to the westward of Unalaska, each party consisting of a warrant officer and two enlisted men. There are native settlements on Attu and Atka Islands—one on each island; Kiska is uninhabited, but, in addition to the large harbor on its eastern side where the station was established, there are some 23 other harbors along the shores of the island where small craft can shelter and water and refit. The parties were landed at their respective stations by the *Unalga* about the middle of June, and each was provisioned for three months. They were picked up by the *Tahoma* about the middle of September, and were aboard that craft when she was wrecked. The Kiska party was well sheltered in two small houses (frame) erected some years ago by the Navy Department, and that the others might have equally good accommodations (tents had been used during previous seasons) two knock-down igloos had been purchased at Seattle and sent to Unalaska on the *Tahoma*. The materials were taken out on the *Unalga*, and the igloos were erected with the assistance of the ship's force. Each party was provided with a 19-foot dory (to which could be attached the 3-horsepower motor which was furnished for the purpose), an additional small boat, and a fair supply of cooking utensils, mess gear, and other necessary articles.

(b) The officers in charge of the stations were given explicit instructions, in writing. It was the intention to have each station visited in the middle of the season, but the detachment of the *Unalga* in July and the duties upon which the other vessels of the fleet were employed rendered such visit impossible.

(c) With the exception of the small schooners *Lettie* and *Trilby*, both of Unalaska, and owned and sailed by A. C. Goss and A. B. Somerville, traders, respectively, no vessels were seen.

(d) A good lookout was maintained at each station throughout the season. The health of the parties was good, and the officers in charge report that their men gave no trouble.

(e) At Attu, maintained from June 25 to September 16, Carpenter Walker continued the work of Gunner Kendrick, who had been in charge of the shore party at that place during seasons of 1912 and 1913. Fish seemed not plentiful; as usual, the natives were apathetic regarding a supply for the winter, and would not have secured sufficient to see them through the year had not Mr. Walker insisted that they fish. It is essential that the natives have at least a few hair seals and sea lions each year, and none of either can now be caught at Attu. Had a cutter visited the place in the middle of the season, I should have had her kill some sea lions at Buldir Island and take them to the villagers, as was done last season. Not only is it desirable that they have the meat of the animals, but the skins and intestines are necessary for making and repairing boats and boots, making rain cloths, etc.

The village is in poor condition. The lumber taken there from Kiska last year for flooring barabaras was used for the purpose intended under the supervision of Mr. Walker and has made some improvement in those miserable habitations, but there was not sufficient to complete the work. The lumber had not been disturbed since it was landed there in September, 1913, although it was then

explained to the chief that it was for flooring, and he was told how to lay the floors. This is indicative of the character of the natives. In his report Mr. Walker wrote as follows:

During my stay at Attu I endeavored in a measure to somewhat improve the situation at the village. I had the natives clean the stream from which drinking water is obtained, dig holes near each barabara in which to throw all refuse and fish offal, and made them cover the same with sand and gravel; cut the grass between houses into a semblance of paths and keep them clear of rubbish; filled in all cesspools with gravel. I instructed the natives how to lay floors in their barabaras with the lumber brought by the *Unalga* from Kiska, but with the limited supply of lumber only about half of the floors could be covered. The floor in some of the native houses is bare earth, as are the walls.

During wet weather water seeps through the walls and collects on the floor, forming a pool in the middle part, which is worn down by much tramping, and I saw to it that all the floors were leveled with sand and gravel. As well as I was able, I tried to impress upon the natives the danger arising from their filthy habits, and that only cleanliness can check their destruction. Nearly all of them appear to me as a layman to be affected with tuberculosis, syphilis, and other loathsome diseases. I persuaded them to expectorate into tin cans, of which there is an abundance, instead of on the floors; and they seemed to pay some attention to my wishes in the matter.

Mr. Walker's predecessor made strenuous efforts to improve the sanitary conditions of the village, and with some success, during the time he was there, but it seems that constant supervision is necessary to obtain permanent benefits in this respect. There were no births and no deaths during the season. There are 52 natives on the island.

(e) Kiska station, June 23 to September 13: When the party was landed as Kiska in the spring it was found that some persons had camped there since the departure of the shore party last fall. A barabara had been built near the houses and some lumber left under the old scow on the beach to dry had disappeared, and the indications were that it had been used for firewood. The east door of the dwelling house was found open, and the building showed signs of having been entered recently; there were several inches of sand on the floor, and the stove was very rusty, but otherwise the house was in good condition. A notice on the bulkhead, and signed "A. C. Goss," stated that Atka natives had used the house for several days in April, this year.

After landing the party the *Unalga* took on board the remainder of the available lumber (about 1,500 feet) for flooring barabaras, and it was subsequently left at Nikolski and Kashega for that purpose.

The only evidence of people having visited the island elsewhere than at the station was the numerous pine stakes driven into the ground, evidently for the purpose of stretching and drying skins; most of the stakes were on the northwest coast, but some were but a short distance from the station. Apparently the stakes had not been used for about two years.

The schooner *Trilby*, Capt. A. B. Somerville, and a crew of three natives spent a week (July 26-August 2) at Kiska when en route from Unalaska to Attu. She put into the harbor for water and to secure, if possible, some hair seals for food.

In July a severe earth tremor of about a minute's duration was experienced. It did no damage to the buildings.

Camp was broken September 13, the *Tahoma* having arrived the previous evening. Practically all of the outfits were taken on board that vessel and, with the exception of the dory, lost when she was wrecked about a week later.

(f) Atka station, June 18 to September 11, 1914: The location of last season's camp having proved unsatisfactory, a new site was selected at Sand Bay, an arm of Korovin Bay, and the station igloo erected there. Before breaking camp the building was secured by placing rock ballast around it, with a pile of rocks at each corner, and bracing it well; heavy mooring lines were passed over the roof, set taut, and secured to heavy stakes driven well into the ground. Doubtless it will withstand the gales that sweep over the island during the winter.

(g) Notwithstanding the fact that no marauding vessels have been seen by the shore parties since the establishment of the stations during the season of 1912, the stations serve a good purpose and should be continued. No doubt illegal sealing and hunting of sea otters soon will be started again.

"M'CULLOCH."

14. (a) While the *McCulloch* was not a permanent unit of the Bering Sea fleet, she was placed by the department under my immediate orders for duty in connection with the fleet during the interval between the landing on the Seal Islands of certain special commissioners and the assumption of her duties in connection with the floating court. Circumstances, however, prevented her performing any duty directly connected with the fleet.

(b) She arrived at Unalaska June 20, having called at Akutan Harbor en route for fuel oil, and left at 5 p. m. for the Probilofs. She arrived at St. Paul the following afternoon (June 21), landed passengers and mail, and sailed about 20 hours later for Seward or Valdez direct, to afford the commanding officer opportunity to take a steamer for Seattle, that officer having been granted leave of absence on account of serious illness in his family.

(c) The officials of the floating court reported on board July 15, and the *McCulloch* proceeded up Cooks Inlet and then to the westward through Shelikof Strait and among the islands, arriving at Unalaska from Unga on July 26. She had on board Judge F. Brown, Assistant United States Attorney W. H. Whittlesey, and other court officials, and several witnesses and prisoners. After a stay of three days at Unalaska the *McCulloch* sailed for Dillingham. As no fuel oil could be obtained at the Akutan whaling station, coal was taken on board for fuel.

(d) On August 13 the vessel returned to Unalaska, and there being no cases to try at that place, remained only long enough to coal and water ship and to destroy the wreck of the old whaling steamer *Fearless*, which vessel sunk in the upper part of the inner harbor four years ago and was an obstruction to navigation; the work was performed satisfactorily, with the expenditure of three mines, on August 15, leaving 10½ fathoms of water over the wreck. August 16 the *McCulloch* sailed for the eastward, touching at Unga and Kodiak to hold court. No reports were received from the com-

manding officer after the vessel left Unga, but she reached San Francisco September 23, returning via Kodiak, Valdez, and the "inside passage."

"BEAR."

15. (a) The *Bear* was at no time a part of the Bering Sea fleet. She was detailed to make the usual Arctic cruise, but her commanding officer had orders to report his command to me whenever he was within radio signal distance.

She sailed from San Francisco May 1 for Unalaska. On May 21 she reported by radiogram, giving her noon position of that date. The next day her commanding officer was directed by radiogram to deliver, if possible, 100 or more gallons of kerosene at the Scotch Cap Light Station. She landed 100 gallons of oil and then continued to Unalaska, arriving on the 23d. She brought various items of materials for repairs to buildings at Unalaska belonging to the service.

(b) On May 27 the *Bear* sailed for the Pribilof Islands, carrying mail and provisions. From the islands she continued to Nome, carrying as a passenger the sick wife of Dr. Esmond, the Government's medical officer at St. Paul.

(c) The usual cruise in the northern part of the Bering Sea and the Arctic Ocean was made. When on the evening of September 20 the report was received that the *Tahoma* had struck an uncharted reef and was in need of assistance, a radiogram was sent to the *Bear* directing that she proceed at once to the distressed craft. In acknowledging the message the commanding officer advised that he was then on his way to assist the steamer *Corwin*, ashore off Cape Douglas, and asked further instructions. Arrangements having been made for other vessels to proceed to the *Tahoma's* aid, and as it would take the *Bear* at least 6 days to reach the scene of the accident, she was instructed to continue to the assistance of the *Corwin*.

(d) Certain necessary repairs to the *Bear's* boiler were completed October 10, but she was delayed until late in the afternoon of the 14th pending the completion of the inquiry into the loss of the *Tahoma*, her commanding officer being a member of the board of inquiry, when she sailed for Seattle via Victoria, British Columbia, having on board, in addition to the survivors of the *Karluk*, 3 officers and 41 members of the crew of the *Tahoma*.

(e) The *Bear* called at Victoria, British Columbia, landed *Karluk* survivors, and proceeded to Seattle, where she arrived October 26. She sailed for San Francisco via Ladysmith, British Columbia, for coal November 4, and arrived at her destination seven days later.

THE FISHING FLEET.

18. (a) A number of trips were made over the fishing banks in the southeastern part of Bering Sea—Slime and Baird—and over the Sannak and Davidson Banks, to give medical and other assistance as might be needed to fishing vessels and their crews. On each trip mail was taken, and as much of it as possible was delivered. The halibut banks near Kodiak Island and in the Gulf of Alaska were also visited. Medical assistance was afforded in a number of cases, and two fishermen who needed hospital treatment were taken to Unalaska

and transferred to the Jesse Lee Home, which institution had an agreement to accept sick seamen for treatment and would take other patients. No more attention could have been given the fishing fleet without neglecting other important duties required of the ships.

(b) It was observed that some of the fishing vessels were not properly outfitted for the health, comfort, and protection of those on board. I quote as follows from the report of Asst. Surg. T. C. Galloway, of the *Unalga*:

Attention is called especially to sanitary conditions found on board cod-fishing schooners. These men are away from port for several months at a time, are especially exposed to uncleanness and injury, and only rarely are able to receive attention from the medical officers of the revenue cutters. Certainly it seems they should be provided with all possible means to overcome these drawbacks.

Exactly the reverse, however, was found in most cases. In one notable instance, on board the schooner *Gallie*, deplorable conditions emphasized the dangers to which the men may be exposed by the ignorance or indifference of the master or owner. Here the medicine chest was stocked with a few ancient and worthless drugs, no proper means were provided for simple dressings, nor were any facilities available for personal hygiene. The allowance of fresh water was scant and many of the men had no soap nor towels and could secure none on board. The few dirty rags they used to dry their hands only served to transfer infection. As a result of these things, over one-third of the crew were incapacitated and only by good fortune escaped serious complications.

It should not be possible for such a condition of affairs to obtain on any fishing vessel. The law should state specifically the kinds and the quantity of each kind of drugs and medicines that should be in the medicine chest of each fishing vessel when she starts on a cruise and provide for a proper inspection to compel compliance with the law. The law should provide also for a medical examination of fishermen, and none except those who are hardy and robust and presumably able to withstand the hardships incident to fishing on the contemplated cruise should be permitted to accept the employment. Neither of the men taken from the fishing vessels should have been permitted to go to sea in the vessels. To take such men is a detriment to the owners of a vessel and an injustice to the men themselves, and may result in expense to the Government.

19. The track charts forwarded by to-day's mail under separate cover show that not as much patrol work has been done in the vicinity of the seal islands as in 1913. The contemplated cruise to St. Matthews and Nunivak Islands and the midsummer cruise to Attu had to be abandoned. This was due not to idleness on the part of the vessels of the fleet, but to the necessity for using the vessels for other purposes, and generally for work in connection with other departments of the Government. However, so far as practical results are concerned, it seems that no harm has resulted. Probably there were no marauding vessels in Bering Sea engaged in pelagic sealing; there were no evidences on the rookeries that the seals had been hunted at sea and no suspicious-looking craft were seen. It is necessary, however, that a vigilant patrol be maintained. When seals become sufficiently plentiful to warrant the risk, there is no doubt pelagic sealing will again be undertaken. The *Manning* cruised extensively in the Gulf of Alaska early in the season.

(b) The Government agents on the Pribilof Islands reported a noticeable improvement in the rookeries since last season, and the special commissioners who visited the islands seemed to think their

condition satisfactory. Undoubtedly the seal herd is increasing steadily and quite rapidly, indicating the wisdom of prohibiting pelagic sealing. Very few dead pups were seen on the rookeries—none that appeared to have died of starvation—and there were no gunshot wounds observable on the seals killed.

(c) It is unfortunate that the vessels of the patrol fleet had to be withdrawn so often from their regular duties to perform various services for other departments of the Government, particularly those services for which the ships are not fitted and which interfere with the continuity of our work. Of course those services must be performed, and it would be unwise and uneconomical for each department to have a ship of its own for the purpose; but it is suggested that a ship of, say, about 1,500 tons measurement, fitted for handling freight and also having accommodations for a few passengers, be provided for doing the work of the several departments in Alaskan waters. This ship should be owned and operated by the Coast Guard, and such a vessel could perform all the work necessary for the seal islands, handle school and other supplies, transport reindeer as necessary, carry natives, etc. There is sufficient work to keep a vessel of the kind busy three or four months each season. When not employed in Alaskan waters she could be used to great advantage as a relief ship when necessary to withdraw one of the regular cruising vessels from duty for repairs.

(d) The patrol vessels cooperated with the Government agents mentioned when cruising in the vicinity of the Pribilof Islands. Such services as could be rendered for those agents were performed and the agents extended all courtesies to us. Mail for the islands was delivered as promptly after each arrival of the mail steamer at Unalaska as circumstances would permit. Transportation between St. Paul and St. George Islands was given to officials and to natives upon request, except for a short period, when, because of investigations being held on the islands, no one was permitted to leave either island. A number of the natives was given passage to Unalaska and return.

20. All of the villages of the Aleutian Islands were visited at least once and some several times during the season, and conditions at each investigated. In regard to these, I can not do better than quote from my report for the season of 1912 as follows:

The physical and material conditions of the natives were inquired into. Medical assistance was given in many cases. Physically the condition of the natives does not appear to have materially improved since last season. Tuberculosis and venereal diseases are still prevalent. In some places, noticeably at Atka, sanitary measures are being observed to a limited extent, but the modes and methods of living of the natives are not conducive to health, and until these modes and methods undergo a radical change—and they will not, unless some white person with tact and force be placed in charge of each settlement—there will be no lasting improvement. Unless something be done, however, the people will soon become practically extinct. They should not be moved away from the islands. There are objections, I think, to locating them all in one village, as well as arguments in favor of that disposition of them. It is desirable, of course, to eradicate disease and improve their general physical condition. This can not be accomplished unless the sufferers be under proper treatment. It is impracticable, of course, to establish a hospital in each settlement; but a hospital might be maintained at, say, Unalaska, and the afflicted taken there. It might be objected, however, that this would so break up families as to render it inapplicable, unless all the people be moved to the place. There is not sufficient work at Unalaska to support any more people than are

now there, and there is not much trapping at near-by islands, places that can be reached by natives in their boats. It would be the same, in so far as trapping is concerned, in any other place, and no other island offers such opportunities for work in summer as does Unalaska. Therefore, should all the islanders be established in one village—which would be the best plan in so far as looking after their health is concerned—the Government would have to do much toward their support. Even now they are far from provident, and should the Government once begin serving them rations they would take advantage of it and soon become completely dependent—would not work at all. If the present villages be retained, more trapping can be done and the people be generally self-sustaining. None of the settlements is in what can be termed a really prosperous condition, but is believed all are better provided for the coming winter than they were last season. The natives of Biorka seem to be poorer than the others.

The following extracts from the reports of Acting Asst. Surg. P. I. Carter, who was on duty on the *Unalga* during the season of 1913, regarding the native villages to the westward of Iliuliuk (Unalaska) are interesting, and are again quoted, as they are applicable to conditions found to prevail this year:

Makushin (old), Unalaska Island.—The barabaras are low and have no windows; the only chance for any fresh air is through a little hole in the roof, and they keep this closed except when they have a fire in the barabaras. The barabaras have dirt floors, the natives sleep on dirty straw, and use old rags and blankets for covering. They can get plenty of fresh water from a nearby stream. Their main occupation is fishing and hunting. The natives micturate and defecate just outside of their barabaras.

Makushin (new), Unalaska Island.—There are four frame buildings and nine barabaras at New Makushin. The sanitary condition is a little better here than at Old Makushin, the barabaras being larger, higher out of the ground, and better ventilated.

Kashega, Unalaska Island.—The barabaras are larger and better ventilated than those found at Makushin, each having two to three windows and dirt floors. The barabaras are fairly well furnished, several having cooking stoves, tables, chairs, and frame bedsteads. The natives keep their homes fairly clean. Occupation: The men hunt and fish, and the women make grass baskets. There are several large holes near the village which are used by the natives for water-closets.

Chernofski, Unalaska Island.—The barabaras are fairly large—each having two holes near the roof for ventilation. The barabaras have wooden floors, glass windows, and are fairly well furnished inside. The natives keep themselves and their homes fairly clean. They all seem to be well clothed and have plenty to eat. They have dug large holes near their barabaras which they use for water-closets. Occupation: The men hunt and fish, the women make grass baskets.

Nikolski, Umnak Island.—The barabaras are low and ill ventilated; a few of them have glass windows, but these are always closed. The rooms are dark and dirty inside and very poorly furnished. Most of the natives sleep on beds made of straw. A few of the natives have cook stoves, but most of them cook by an open fire in the corner of one of the rooms. The natives are poorly clothed; several having complained of not having flour, tea, etc., but on inspecting their homes we found plenty of fish and other kinds of meat. A small stream runs through the village. Occupation: The men hunt and fish, and the women make grass baskets.

Nazan, Atka Island.—The sanitary condition of this village is far better than any of the other villages I have inspected. The village is situated on a small hill, and the natives have built gravel walks between all the barabaras and have dug ditches around their homes to drain the water from off their yards during the rainy season. Most of the barabaras have two rooms, one room, having a wood floor, is used as a living room and bed room for the entire family. The ventilation in most of the homes is very poor, each of the barabaras having from one to two windows. Several of the homes are fairly well furnished, having cook stoves, tables, chairs, and frame bedsteads, but most of the natives still cook by the open fire. The natives are fairly well clothed, and all seem to have plenty to eat. Occupation: The men fish and hunt, and the women make grass baskets.

Chicagoof, Attu Island.—The sanitary condition of this village is very poor, all the barabaras are built on low ground, which is wet most of the time. The barabaras are small, ill ventilated, and dark, most of them having only one window which is nailed closed. All but one have dirt floors, which are damp and cold. The barabaras are poorly furnished, most of the natives cook on open fires in the corner of one of the rooms. The natives are poorly clothed, and all complain of not having enough food, especially flour and tea. Practically all of the natives have a bad cough. Occupation: The men hunt and fish, and the women make grass baskets.

There has been no improvement at the villages of Biorka and Akutan since last season. The latter is close to the whaling station of the Pacific Sea Products Co., and consequently the inhabitants get ample whale meat.

Fourteen deaths, mostly of adults, and among them the chief and the best hunters, occurred at Nazan village during the winter. Five of the deaths were due, probably, to pneumonia. There is no physician at the place, but the local trader has some knowledge of medicine and was of great assistance to the stricken people.

With the exception of Unalaska, Nikolski village has more children than any other village of the Aleutian Islands, and a school is much needed there. Several of the principal men of the settlement, including the chief, begged to have a school established at their village. The people of Nikolski are poor, the catch of furs last winter scarcely netting them sufficient to purchase what now are considered the necessities of life.

The natives as a class are unmoral, due, doubtless, to their methods of living, and improvement in this respect can not be looked for until they shall be differently housed. Where a whole family and chance visitors (the people are very hospitable and take in strangers as well as friends) are huddled into one or two small, dark rooms—barabaras of but one room are common—modesty and its attributes can not be expected.

The Alaska Commercial Co. gives employment to many of the natives at Unalaska at times during the season and even sent to nearby villages for workmen to discharge cargoes. A number of Unalaska natives were employed at the Port Moller salmon cannery during the fishing season, the company operating the plant giving the men transportation to Port Moller and return. But the native is not provident as a rule and is very independent in regard to work. He earns a little money and then stops work until he spends it. This trait of the native character sometimes causes embarrassment to the Alaska Commercial Co., which furnishes practically all the local employment for the villagers during the summer. In winter the natives trap, but the catch is not large and is of red fox exclusively. The hunting is not so good on any of the islands as formerly.

Last season an Attu trader released 11 young blue foxes on the Semichi Islands for propagating purposes and put 4 more there this year. A number of young foxes, and among them a litter of 9, was seen on the islands in September by people from the *Tahoma*, and it is assumed that the venture will be a success.

Several of the reindeer that were placed at Dutch Harbor in September, 1913, died during the winter, and I saw but one fawn last summer. There appears not to be sufficient food on Amaknak Island for the animals. Of those that were released on Umnak Island at

about the same time, most of them were seen by hunters from the village of Nikolski (Umnak Island) during the winter; it is not known how many, if any, have died. No report has been received regarding the 40 landed at Atka by the *Manning* in August.

21. The radiotelegraphic plants of the vessels of the fleet were satisfactory on the whole, and maintained in good condition. The electrician at headquarters did good service in connection with them, and also gave assistance to the naval radio station at Dutch Harbor, especially in the matter of overhauling and repairing telephones. The latter gave trouble on several occasions, but were in good condition at the close of the season.

22. As between Unalaska and Dutch Harbor as headquarters for the Bering Sea Fleet, the latter is considered the more desirable, and if the department decides to acquire either, it should be given the preference. It is easy of access, the buildings, of which there are a number, have been well cared for and appear in good condition, and the water supply is ample and of excellent quality. The wharf needs considerable repairing, much of the piling needing renewal. Should the place be purchased, it would be unnecessary, of course, to repair service buildings at Unalaska or to erect storehouses and shops there. Dutch Harbor has buildings for all our needs for years to come, though some might require equipping and slight alterations to answer our purposes.

23. The officers and crews of the several vessels of the fleet rendered me cordial support, for which I desire to express my appreciation; it is to them that the success of the season's work is due. The health of the personnel was good throughout.

24. The following recommendations are made:

(a) That at least three vessels be assigned to patrol duty in the north Pacific Ocean and the Bering Sea next season. It is probable that one of the vessels could be detached from the duty, if necessary, the latter part of July.

(b) That the vessel assigned to duty in the vicinity of Unimak Pass during the time fishing vessels and cannery ships are due to go through the pass sail for her station not later than April 10. Upon arrival at her station she has to go at once to Unalaska for coal and water and possibly to clean boiler, and therefore is absent from the pass for a time when she should be there.

(c) That shore parties be established on Attu, Kiska, and Atka Islands, at the places where the shore parties were located this year, for duty throughout next season.

(d) That each shore station be provided with a portable radio-telegraph set capable of sending and receiving at a distance of about 50 miles; that portable motors be furnished for the stations at Atka and Kiska.

(e) That the powers of officers acting as United States commissioners be extended to give them authority to try insanity cases.

(f) That the service acquire the land, buildings, wharf, etc., at Dutch Harbor and have that place as headquarters for the Bering Sea fleet.

(g) That if the Dutch Harbor site be not acquired for headquarters for the Bering Sea fleet, (1) a suitable rat-proof warehouse be erected at Unalaska; (2) the old customhouse at Unalaska be fitted

for a hospital (should the Dutch Harbor site be acquired, the building there formerly used as a hospital should be fitted up for a hospital); (3) the reservoir from which fresh water for the ships is procured be fenced around; and (4) the service buildings at Unalaska be inclosed by fences.

(h) That a vessel of about 1,500 tons measurement, fitted for carrying freight and having limited passenger accommodations, be procured and operated by the service for the benefit of all departments of the Government in Alaskan waters and for a "relief ship" during the winter.

(i) That each vessel of the fleet be furnished (1) an electric-driven sounding machine, (2) a submarine sentry, (3) a log that will register in the pilot house or on the bridge, and (4) a 1,200-pound kedge and a 200-fathom flexible wire cable, galvanized.

(j) That a complete diving apparatus be furnished for use at the headquarters, and that persons capable of diving and operating the apparatus be on duty at the headquarters.

(k) That a small machine shop be fitted out at the headquarters.

(l) That a small motor boat be provided for use at the headquarters.

(m) That the quarters for the enlisted men at the headquarters be fitted out with bedding, etc., for at least 10 persons.

Summary.

Name of vessel.	Days attached to fleet.	Hours under way.	Miles cruised.	Coal con- sumed.
		<i>Hrs. Min.</i>		<i>Tons. Lbs.</i>
Tahoma.....	149	1,186 15	9,439.5	983 348
Manning.....	196	2,907 07	19,305.9	1,627 1,804
Unalga.....	104	1,139 30	8,578.0	610 220
Totals.....	449	5,232 52	37,323.4	3,221 132

Respectfully,

W. E. REYNOLDS,
Commanding Bering Sea Fleet.

THE SECRETARY OF THE TREASURY.

REPORT OF THE LOSS OF THE "TAHOMA" BY HER COMMANDING OFFICER.

UNALASKA, ALASKA, *October 7, 1914.*

SIR: 1. In accordance with the provisions of article 168, paragraph 2, of the Regulations, I have the honor to submit herewith the following report of the circumstances attending the loss at sea on September 20 of the *Tahoma* under my command on an uncharted reef in the North Pacific Ocean in latitude 51° 42' N., longitude 175° 44' E., dead reckoning.

2. Having been directed by radio to return to Unalaska, south of the Aleutian Chain, and the morning of September 20 being fair and giving promise at daylight of continuing so the *Tahoma* left Attu

at 6.30 a. m. and proceeded at full speed for the south side of Alaid Island, the most western one of the Semechi group, intending, if circumstances permitted, to stop there long enough to strip the small schooner *Trilby*, which had been wrecked and abandoned there several weeks before. This service had been requested by Capt. A. B. Somerville, of Attu, the master owner of the *Trilby*, who, together with Carpenter J. W. Walker and nine Attu natives, were rescued by the *Tahoma* from Alaid Island and carried to Attu on the 18th ultimo.

3. Arriving south of Alaid Island, the weather and sea looked none too good for wrecking operations, and being convinced that the passages from Attu out into the north Pacific Ocean should be made in daylight (there are few, if any, soundings on the chart) it was deemed expedient to make for open water and a good offing before nightfall. At 9.33 a. m., therefore, a departure was taken, with the west end of Alaid Island bearing NE. by N. (magnetic), distant 3 miles, patent log 36.1, and the course was set SE. by S. (magnetic) for a point on the chart showing 482 fathoms of water. Sounding every half hour, the cutter passed through the strait, which for convenience is designated as the Semechi-Agattu Pass.

4. At 1.30 p. m., having run 31 knots by patent log on the course above given and getting no bottom with the soundings, the course was changed to ESE. (magnetic), with the intention of running on this line until midnight, when there was every reason to believe we would be on the edge of the 1,000-fathom curve. This course, according to the chart, United States Coast and Geodetic Survey, No. 9102, herewith submitted, should have carried the *Tahoma* 28 miles outside of and to the southward of the two dangers marked "Position doubtful" on the chart referred to, lying to the southward of and near Buldir Island.

5. There had been earlier in the day considerable northeast sea, but as the day advanced the sea went down and the weather conditions generally improved. I felt perfectly satisfied as to the safety of the ship and congratulated myself on having made the Semechi-Agattu Passage without seeing any broken water, kelp, or other signs of foul channel. Besides there was a line of very deep soundings on the chart just a little outside of the track the *Tahoma* would take.

6. The afternoon wore away; the 8 o'clock reports were received, and the night grew very dark. It was practically calm, with moderate swell; wind southeast and light. Being in the cabin about 9 p. m., suddenly there came a grating noise as the *Tahoma* first took the bottom, followed by the signals to back full speed given by the officer of the deck, and then the crashing and pounding of the ship as she pitched forward over the reef, accompanied by the ringing of the general alarm. Upon the first indication of trouble I rushed on deck, making my way at once to the bridge. All hands, except the engine-room force on duty, had come on deck and were clearing away the boats. I gave hurried directions that the boats would be lowered to the rail only, outfitted there, gripped in, and then to await further orders.

The ship had come to a stop, but was pounding dreadfully. The engines had been backing full speed, but were now stopped. I at once took charge and sent men to sound all around the ship. A man

was sent to the searchlight, but the pounding of the vessel had fractured the supports of the projector and disabled this valuable instrument. The soundings showed that the ship was reef-locked. At no point could be found depth of water alongside the ship which gave promise of an exit.

Meanwhile, as soundings were being taken, repeated efforts were made to back off the reef, first going slow and then increasing to full speed. The ship would slue from 2 to 4 points and move backward and forward a little as the engines were worked astern and ahead; but in every case she would fetch up against the pinnacles of the reef, and the pounding and crashing being so severe the efforts to back off were discontinued, especially as the wheel and rudder were striking the rocks, the engine stopping occasionally, the rudder extension stock forcing its way up through the spar deck, and the main steam pipe in the engine room pulled loose from the bulkhead flange, causing a bad leak, and it was feared it would pull out altogether and scald the engineer's force.

About 10.30 p. m., therefore, efforts to back off ceased, and boats were sent out around the ship to sound. Having discovered that there was now $2\frac{1}{2}$ fathoms of water under the stern, another attempt was made to back off, but ship moved only a few feet before her rudder, propeller, and underwater body aft brought up against more pinnacles, and all attempts to get off the reef before daylight were abandoned. This was about midnight.

7. When day broke, kelp could be observed all around the ship and for a distance of at least 1 mile. The sea broke occasionally on reefs over which there could not have been more than a fathom and a half to 2 fathoms of water, since it did not break in 3 fathoms. Sent the boats out to sound in all directions to ascertain the nearest deep water and if there was any exit from the reef-locked basin in which the *Tahoma* was imprisoned. Found no channel or exit through which it was possible to back off, steam ahead, or haul off with a planted anchor. Meanwhile, the feed pump and the fire pump had been put out of commission by broken water cylinders, caused by the heavy pounding of the vessel; also earlier the fire pump sea suction valve casting was broken. The circulator pump now alone remained intact, and that pump was able to keep the water down in the engine room, but the breaking of the fire pump rendered it impossible to free the fore and main holds which were rapidly filling.

8. The following facts guided in my judgment to cease all efforts to back the *Tahoma* off the reef: First, the rudder was disabled, with both hand and steam gear out of commission. Second, water gaining rapidly in all compartments and all pumps broken but the circulator. Third, engines practically disabled by reason of the fact that going very slowly was the only thing left to be done, as water could not be put in the boiler fast enough by reason of broken feed pump and also on account of leaky main steam pipe, and the propeller stopped by pinnacle rocks.

9. Orders were given to drop an anchor to hold the ship on the reef, for as she moved backward and forward in the reef-locked basin it was feared she might drift over and sink in deep water. This did not happen, however, as the *Tahoma*, after moving a few feet, would fetch up against a new set of pinnacles and pound as heavily as before.

10. Calls of distress by radio were continually being sent out, St. Paul Island having heard and repeated our first calls shortly after 9 p. m. of the day before.

11. The boats were all provisioned and ready for lowering on the instant, but it was decided to stand by the ship until the very last moment, hoping that when the ship finally sank on the reefs and took the bottom she would remain upright with her main deck about awash or slightly above water and thus afford a safe place for awaiting help. The vessel, however, continued to pound heavily, and it was a foregone conclusion that she must soon sink; but, it now being late in the afternoon and fearing that *Tahoma* might sink after nightfall, when conditions for leaving her would be vastly endangered, I decided, after a consultation with the officers, to sink her at once by stopping the circulator, opening the sea inlets and all berth deck air ports that could be gotten at. The vessel now commenced to settle rapidly, especially by the head, where there was every reason to suppose a large hole had been made in her, and as she commenced to list to starboard instead of going down straight, as we had been led to hope from the soundings, I gave orders to abandon the ship at once.

12. This was accomplished successfully and without any mishap whatever, an extra dory aboard taking 7 persons of the 17 extra people on board. All boats now made fast to the 6-inch hawser and boom that had been previously paid out over the stern. The *Tahoma* took the bottom with her starboard waist in the water, her spar deck listed at an angle of nearly 45 degrees, her stem down and near the water, and her poop high in the air. She had been tilted over by the pinnacle rocks: Ship's head about SSW.; wind same.

13. As night approached the wind and sea increased and breakers began to appear all over the reef. Anticipating what might happen when the tide turned, with the sea making all the time, it was decided to leave the scene and make for Agattu Island, a plan previously agreed upon after consultation with the line officers. A radio message had been sent the night before, which had been received by St. Paul Island, and which the *Tahoma's* operators had repeated many times, that if forced to abandon the *Tahoma* the boats would make for the east end of Agattu Island. It was not deemed safe to make for Bulbir Island, the nearest land, nor for Kiska, as there is good reason to suspect many breakers and outlying dangers, such as heavy tide rips and tide bores along their south shores. All this had been explained to the officers at the consultation, when it was decided to make for Agattu Island, and all of them heartily approved my suggestion.

14. Having decided to abandon the scene, all boats were directed to cast off from the boom and steer WNW. for Agattu. It was found impossible and dangerous to attempt to keep together, as each boat was obliged to dodge the breakers on the shoal, and, night coming on rapidly, we were soon separated. It took over two hours for my boat (the gig) to work off the reef, kelp and breakers being encountered during all that time. However, by good fortune the surfboat, otter boat and dory managed to keep together. At 8 p. m. that night I saw for the last time the lights that had been hoisted on the *Tahoma*.

15. In closing this narrative of the loss of the *Tahoma*, one of our best cutters, I wish to state that it is with the deepest regret the fact is announced. I believe that when the circumstances of her naviga-

tion that day are fully inquired into the department will acquit all officers concerned of any blame whatever.

16. The position of the reef upon which the *Tahoma* struck has been given by dead reckoning. The next day after she struck the navigating officer obtained a Sumner's line about 8 a. m. and a latitude line at noon, but the sights were both poor owing to bad horizon and cloudy skies. This position is, however, given as latitude $51^{\circ} 50'$ N., longitude $175^{\circ} 36'$ E. The position obtained by the Coast Survey steamer *Patterson* is latitude $51^{\circ} 53'$ N., longitude $175^{\circ} 53'$ E. This last position, if correct, shows that the *Tahoma* was set to the northward of her line 11 miles, and to the eastward $5\frac{1}{2}$ miles, but with this set, the reef upon which she struck was from 17 to 20 miles to the southward of the two dangers marked "position doubtful" on the chart which was used, United States Coast and Geodetic Survey No. 9102.

17. The courses were all set by the standard compass and the steering compass checked to the standard. I am fully convinced that the errors as posted and used for both compasses were substantially correct.

18. A short account of the voyage of each boat from the time of abandoning ship until each particular boat's crew was rescued by the steamships *Cordova* and *Patterson*, is appended hereto.

Respectfully,

R. O. CRISP.

To the COMMANDING OFFICER,
Bering Sea Fleet.

WRECK OF THE STEAMER "HANALEI" AT BOLINAS POINT, CAL., NOVEMBER 23, 1914.

The steamer *Hanalei*, of Los Angeles, Cal., 666 gross tons, and commanded by Capt. J. J. Carey, with a cargo of railroad ties and shingles, left Eureka, Cal., November 22, bound for San Francisco, and was wrecked on Bolinas Point, about 16 miles from Point Reyes, at about 12.50 p. m. of November 23, 1914, with a loss of 23 lives.

It appears that when the ship reached the vicinity of Point Reyes the weather was foggy, but the buildings on the point could be seen sufficiently well to enable the captain to recognize the lighthouse. After proceeding to the southward a sufficient distance to make it safe to haul for Duxbury Reef he ordered the course to be changed, this being the usual procedure in going from Point Reyes to Duxbury Reef whistling buoy. At 12.30 p. m. breakers were discovered ahead and before anything could be done to avert disaster the vessel ran hard and fast on the reefs off Bolinas Point, $2\frac{1}{4}$ miles to the northward of the end of Duxbury Reef. Wireless calls for assistance were immediately sent out, but the first call gave an erroneous position for the vessel. The conditions of the sea and the difficulty of maneuvering boats around the wreck made it impossible to do anything further. Had the real position of the vessel been known in the first instance, when the message calling for help reached the office of the Life-Saving Service in San Francisco, at about 1 p. m., a different plan of operations undoubtedly would have been instituted by

the district officer from that which was pursued. As it was, the office having been informed by radio at 1 p. m. that the *Hanalei* was on shore at Duxbury Reef, steps were immediately taken to render aid by sending the power lifeboats from the Bonita Point and Fort Point life-saving stations and to have the revenue cutter *McCulloch* proceed also to the supposed scene of the wreck by sea, it being impossible to operate the beach apparatus if the vessel was on Duxbury Reef.

The Point Bonita and Fort Point crews were underway with their power boats *Majestic* and *Defender* in less than 30 minutes after the receipt of the news of the disaster. The revenue-cutter *McCulloch* had received the radio S. O. S. message of the *Hanalei*, independently, at 12.30 p. m. At 1 o'clock she was underway and proceeding to sea. The weather was foggy, with a light westerly wind and a very heavy westerly swell. The lifeboats reached Duxbury Reef at about 3.30 p. m. and immediately began a search for the wreck. The fog, which earlier in the day had been of medium density, was now almost impenetrable. The steam whistles of several vessels which had been attracted to the vicinity by the call for assistance were blowing continuously and added to the difficulties of the search. Finally, by running close in to the shore—in fact, inside the line of breakers—the lifeboats reached the point where the *Hanalei* had grounded and immediately began to maneuver their boats for position most favorable to take off the imperiled people. This proved to be a most hazardous undertaking. The vessel had pounded over the reef where she first struck, until at the time the lifeboats reached the scene she lay with her head to the eastward and listed to starboard at an angle of 45°. This exposed her deck to the full force of the heavy swells, which were gradually pounding her to pieces. The fore part of the vessel lay in deeper water on the inner side of the reef and was almost submerged. The passengers and crew were gathered on the upper side of the port quarter, being sheltered by the house from the blowing spray.

Both power lifeboats adopted the same plan of operation, that is to say, an attempt was made to reach the lee side of the wreck, the *Defender* choosing to go around the stern and the *Majestic* around the bow. Every precaution known to skilled boatmen was taken to carry out this project, and it would undoubtedly have been successful had it not been for the failure of the motors to work under the peculiar conditions which obtained at this time. While it is true there was very little wind blowing, the heavy swell was sweeping in from the westward, and when it reached the reef broke into a high, short-footed, and angry surf, in which it was most difficult for any kind of a boat to live. Notwithstanding these conditions, the heavy power boats were twice headed for the wreck and twice compelled to work their way out into the smooth water because of the failure of the motors to work in the exceedingly heavy surf. The third attempt to reach the vessel ended in disaster to the power lifeboat *Defender*, which was capsized. All of the crew managed to hang on as she righted save Keeper Clark and Surfman Stoll. Upon reaching the surface after the capsize the keeper found himself 40 feet distant from the boat, and, as she righted almost instantly, some idea of the violence of the sea may be obtained by noting this circumstance.

His presence of mind, however, did not desert him. Seeing the boat in great danger of being swept on to the shore, he called out to the crew to take the lifeboat out into smooth water and then endeavor to start the motor again. He next counseled Surfman Stoll to try to reach the wreck for refuge, and, being himself a very powerful swimmer, decided his best plan was to try and reach the beach and send word back to the city as quickly as possible the real position of the *Hanalei* and explain the necessity for the immediate forwarding of the beach apparatus gear. He accordingly started for the shore, with full confidence of his ability to reach it in a few minutes' hard swimming. The story of his persistent effort to swim to the beach through the surf boiling over the jagged rocks and of his battle against the strong adverse currents, three times being swept out to sea, once entirely around the *Hanalei* and twice in a circle inside the wreck, is one of heroic struggles in the line of duty. After two hours and a half in the water, he finally reached a point near enough to the beach to be rescued in an unconscious state by people on shore.

After the capsizing of the *Defender*, darkness, a dense fog, and the increasing sea on the reef prevented anything more from being accomplished by boats until daylight. Both lifeboats therefore went alongside the *McCulloch*, which had in the meantime anchored as close as possible to the scene of the wreck.

Meanwhile, at headquarters in San Francisco, the life-saving officers were anxiously awaiting news from the wreck. At 8 p. m. a motor truck, furnished by a San Francisco newspaper, was placed at the disposal of Keeper Nelson of the Golden Gate Station, and, having loaded the beach apparatus gear on the truck, he and his crew of seven men crossed the bay to Sausalito and proceeded overland to the scene of the wreck. The approximate distance from the Golden Gate Station to Bolinas Point by the road taken is 60 miles. The road traverses a mountain range, densely forested in parts, and is notable throughout the State as being one of the narrowest and most crooked roads in existence. The night was dark and foggy and in many places the progress of the expedition overland was at a foot pace. In some places on the road it was necessary to reverse and back the motor truck up a hill. On portions of the road where speed was possible the big, lumbering machine was driven at its full capacity, and it was with difficulty that the crew maintained their positions on the truck.

In spite of all these difficulties Keeper Nelson arrived at the scene of the wreck at 2 a. m., and immediately began his operations which resulted ultimately in the saving of 29 human lives. A number of lines were shot at the wreck, but of the six which were fired none were secured by the people on the *Hanalei*. About 3.30 a. m. of the 24th the crashing of timbers indicated that the wreck was breaking up. The keeper immediately shifted his base of operations from the top of the bluff to the beach, and as soon as he saw portions of wreckage drifting in, with people from the wreck clinging thereto, he began to fire shots across this wreckage, hoping thus to furnish the imperiled people a means of escape. From this time on the work of rescue proceeded under difficulties and amid great dangers. The sea had risen during the night and the heavy surf was beating on the

shore. For a distance of 200 yards off the beach, extending for a mile on either side of the wreck, the water was literally covered with grinding, tossing material, consisting of portions of the wrecked vessel and her cargo of railroad ties and shingles, in the midst of which the surviving passengers and crew were battling for their lives.

Joining hands and forming a living chain the rescuers rushed into the water wherever a human form was seen struggling, sometimes beaten back by the force of the surf or battered by floating wreckage, sometimes entirely submerged, and again taking desperate risks by crawling over the larger portions of the flotsam in the surf, they held valiantly to their work for nearly four hours until every soul had been saved that could be reached. Out of the 30 persons thus hauled up on the beach only one was lost. With the coming of daylight and the cessation of the work of rescue the lifesavers themselves were found to be in a pitiable condition, their clothing stripped to tatters and their bodies covered with bruises and cuts from head to foot.

With this brief description of the work of the crew of the Golden Gate station it is now necessary to the continuity of the narrative, to return to the revenue cutter *McCulloch*, where the power lifeboats *Majestic* and *Defender* had taken refuge for the night.

At the first break of dawn Keeper Nutter assembled his men, and after ascertaining that the power boat *Defender* was still in no condition for immediate service, directed two of the crew of that boat to join him in the *Majestic*, and immediately set out for the scene of the wreck, having had no intimation of what had occurred since leaving the scene the night before. In the growing light of the early morning, with a heavy fog, made more dense and impenetrable by smoke from the bonfires on shore, the keeper, with great skill and daring, maneuvered the *Majestic* in toward the beach through the dangerous outlying reefs, over which a tremendous sea was breaking, and succeeded in getting into the comparatively calmer waters between the outer reef and the surf line of the shore. There is no doubt that the presence of the large quantities of oil on the water made this feat possible, which under ordinary conditions would have been beyond the power of man. The *Hanalei*, which had been left lying on the reef the night before, had disappeared. The people were nowhere to be seen. In their place objects, which at first gave no semblance of humanity, floated amidst the mass of wreckage of the ship, covered with oil, and so completely exhausted from exposure of over two hours in the water that the living among them were in most cases too helpless to even make signals. Bending all their energies to the task, the life-savers picked up every body, living or dead, from out the mass of wreckage. In one instance Surfman Maxwell leaped overboard and supported two struggling survivors until the boat could be maneuvered into a position to rescue them. Thirteen survivors were thus picked up and conveyed to the *McCulloch*, where better means of providing for their resuscitation could be had. The lifeboat returned at once and, assisted by two boats manned by the *McCulloch's* crew, the débris of the wreck was searched for the living and dead until no further hope remained of accomplishing more. Fifteen bodies were thus recovered and taken to the *McCulloch*. The 13 persons rescued by Keeper Nutter and his men, together with the 29 rescued by keeper Nelson and his crew

and 1 person saved by the employees of the shore radio station, made up the 43 persons saved on this occasion.

The condition of the survivors was pitiable. They were coated with fuel oil from head to foot, their clothing was in tatters, and the faces and bodies of some were covered with wounds. First aid was administered on board the cutter. They were carried to the cabin and stripped, their noses and throats were freed of oil, and their limbs chafed. Stimulants were administered also, and those in need of further restorative treatment were given artificial respiration. Each person was fitted with dry underclothing. A radio message was sent to San Francisco asking that physicians and nurses be dispatched to the scene. The *McCulloch* set out at 9 p. m. at full speed for the city. She was boarded in the Golden Gate by several surgeons and nurses of the Public Health Service, who took charge of the patients. Arriving at the dock in San Francisco the survivors were removed to ambulances and taken to hospitals. The coroner took charge of the 15 bodies.

In accordance with the requirements of law the circumstances connected with the loss of life in this shipwreck were thoroughly investigated by an officer of the Coast Guard, who reported that—

In conclusion, the wreck of the *Hanalei*, with the consequent loss of 23 lives, was particularly distressing on account of the fact that it occurred at a point comparatively a short distance from port, and the circumstances were such that it was impossible to reach the scene with the means of rescue in time to save all on board. Added to this, the arrival of the victims at San Francisco, viewed by the thousands of people who had collected on the wharf to meet the *McCulloch*, lent additional horror to the tragedy. It is only natural under the circumstances that public opinion should have been centered in an effort to discover some one responsible for the accident upon whom this resentment could be vented. The first clamor of the public press against the efficiency of the service was, as usual, hysterical in character and unjust. Later, when the first wave of horror had subsided, a clearer view of the situation was obtained and the real cause of the accident became known. After a most thorough investigation of all the circumstances attending the loss of this vessel nothing but the highest praise is now heard concerning the conduct of the members of the service on this occasion.

REPORT OF ST. MARYS RIVER PATROL, SEASON OF 1914.

U. S. COAST GUARD CUTTER "MACKINAC,"
Sault Ste. Marie, Mich., December 23, 1914.

SIR: 1. I have the honor to submit the following report of work performed by the St. Marys River patrol during the season of navigation, 1914.

2. Navigation opened this year with the passage of the first steamer up the St. Marys River on April 22, and closed on December 13, when the last vessel passed through the locks upbound.

3. The *Mackinac* was placed in commission April 20 and stood down the river and opened all lookout stations below the locks. Heavy ice was encountered in lower West Neebish Channel, and was broken out in order to reach No. 5 Lookout Station.

4. On the 24th the *Mackinac* broke out the ice in Mud Lake as far as Pilot Island Range, four down-bound steamers following. The ice was already somewhat broken up on Sailors Encampment Range, and upbound vessels passed in considerable numbers. Upon visiting station No. 6, found that ice had piled up during the winter and

had damaged the crib and boat landing. The following day temporary repairs were completed and the station opened. By this time ice conditions both above and below the locks were not bad and navigation was fully established.

5. The present season has been remarkably free from accidents and few congestions have occurred, none of them serious and all easily handled. There have also been comparatively few violations of law. Vessels were boarded and examined at such times as seemed most expedient, and motor boats were rigidly looked after, the launches *Vigilant* and *21-D* being especially useful in this duty. The following compilations show amount of traffic and work performed:

Vessel passages through St. Marys River.

Month.	Vessels.	Barges.	Total.
April.....	252	4	256
May.....	1,863	195	2,058
June.....	2,066	189	2,255
July.....	2,142	199	2,341
August.....	2,158	183	2,341
September.....	2,043	149	2,192
October.....	1,901	118	2,019
November.....	1,126	34	1,160
December.....	175	3	178
Total.....	13,726	1,074	14,801

Reports and warnings, violation of:

St. Marys River rules—	
Reported.....	10
Warned.....	48
Pilot rules, Great Lakes, etc.—	
Reported.....	0
Warned.....	2
Motor-boat laws—	
Reported.....	34
Warned.....	0
Other navigation laws—	
Reported.....	0
Warned.....	8

Number of vessels boarded and examined (exclusive of motor boats):

Foreign.....	9
American.....	280
Total.....	289

Number of motor boats boarded and examined:

American.....	377
Foreign.....	22
Total.....	399

Eleven cases of assistance rendered.

One derelict located and identified.

The above compilations of vessels passing through the river were made from the log book of No. 3 lookout station, which records both up and down bound vessels. There is, however, some local shipping from the two cities here below the locks to points above. These vessels are not included in the above list, hence there will be some discrepancies between the figures submitted and those of the lock authorities,

who also record all tugs and barges engaged in the vicinity of the locks, which are constantly passing through in connection with construction work.

6. In cases of warning the closest investigations showed that either sufficient evidence could not be obtained to sustain the case or else that the offense was manifestly technical, unintentional, or unavoidable. Naturally most cases of report have been appealed by masters or owners, but the general attitude of both large vessels and launches toward the rules and patrol in general has been excellent.

7. The completion and opening of the third (American) lock this fall will next year greatly facilitate shipping and tend to prevent delays and resulting congestions in the vicinity of the locks. A marked increase in traffic over the past season is expected.

8. As regards patrol equipment I would refer to the joint report submitted by Lieut. Wheeler and myself under date of November 17, 1914. The personnel of the patrol has proved generally satisfactory and efficient. Lieut. Sexton, who has been here since September 22, 1914, has shown excellent adaptability for the work, and I trust the department may see its way clear to reassign him to the *Mackinac* next spring. The enlisted force have been thoroughly drilled in their duties and have shown proper discretion in their execution.

9. The *Mackinac*, with stations No. 3, No. 4, and No. 5, were placed out of commission December 16, the launches and stations No. 1, No. 2, and No. 6 having been previously laid up, as necessity for their services no longer existed. Although the last vessel passed up December 13, several vessels were reported down bound, and the *Mackinac* and stations on the down-bound channel were kept in commission on that account. Upon learning that the vessels in question had decided to remain in Lake Superior there was no further need of the patrol, and the vessel and stations were laid up for the winter.

10. In conclusion I would call the attention of the department to the small number of violations of law during the past season. This I consider an excellent commentary not only on the attitude of shipmasters toward the rules, but on the efficiency of the rules and the system maintained for their enforcement.

Respectfully,

EBEN BARKER,
Commanding.

The SECRETARY OF THE TREASURY,
Washington, D. C.

REPORT OF ASSISTANCE RENDERED THE STEAMER "EVELYN" OFF THE NEW JERSEY COAST.

On February 5, 1915, in answer to distress messages from the Coast Guard stations along the New Jersey coast and pursuant to information received from the division commander, the *Mohawk* proceeded in search of the steamer *Evelyn* reported off Beach Haven, N. J., as of 10 a. m. that day. All speed possible under three boilers was maintained until 4.15 p. m., when the *Mohawk* came up with the *Evelyn* to the northward of Barnegat Light. Found her well down by the head and making slow speed through the water. Her master

stated that the fore hold was full of water and the ship short of coal, and that owing to the threatening appearance of the weather he was in urgent need of our assistance. The *Mohawk* maneuvered and laid a line across the *Evelyn's* bow, and in 20 minutes a 10-inch line was made fast and the cutter started ahead. Worked gradually up to a moderate speed, but soon found that easy towing was out of the question. Drawing considerable water forward, the *Evelyn* was unable to steer, and the occasional heavy southeasterly swells caused her to sheer badly. During the time she was in tow, the *Mohawk* was compelled to make complete swings with starboard helm four times to straighten out on the course. Attempts were made to regulate the steering of the *Evelyn* by the use of her engines, but this was finally abandoned, the sheering at these times being worse than before. The tug *John Timmins* having arrived on the scene, her assistance was accepted by the *Evelyn*, and the tug made fast at the *Evelyn's* stern and endeavored to keep her in line behind the *Mohawk* with some degree of success. About 10 p. m., during an unusually bad sheer of the disabled steamer the *Mohawk's* 10-inch line parted at the *Evelyn's* bow, and to further complicate matters the tug got a line in her propeller, as did likewise the *Evelyn*. It being impracticable to use boats at this time, the cutter was again maneuvered to a position ahead of the *Evelyn* and a line again laid across her bow. Considerable difficulty was experienced throughout the night watches owing to the extreme darkness and the increase in the violence of the sea after nightfall. Having by this time realized the difficulty of making harbor it was decided to continue operations at least to the extent of reaching the channel buoy before the announced southeasterly storm would reach its height, and accordingly all hands were kept on deck and good progress was made considering the attending difficulties. At midnight, having reached the entrance to the Ambrose Channel, it was decided to wait until daylight before attempting the navigation of the channel. The lines were therefore got aboard, the *Evelyn* anchored to the northward of the channel entrance, and the *Mohawk* nearby. It was necessary for the cutter to continue work because the *Evelyn* proved a very unwieldy tow and the master of the seagoing tug *Timmins* expressed serious doubt as to his ability to handle the situation alone. The next morning (February 6), as soon as the fog lifted, the *Mohawk* stood over to the *Evelyn*, passed the 10-inch line on board and proceeded up channel at the best speed possible, the *John Timmins* assisting. Reached Quarantine after 3 p. m. and there turned the *Evelyn* over to the tugs *F. B. Dalzell* and *John Timmins*, according to the wishes of her owners. The master came aboard to acquaint the commanding officer with the conditions on board the *Evelyn* and to express his appreciation of the services rendered him and his vessel. He stated that the degree of distress was considerably worse than originally indicated, inasmuch as his condenser leaked badly and the shortage referred to was due to the fact that an excessive amount of coal had been used in steaming through the gales encountered after leaving Bermuda. He also gave a short statement of the vicissitudes of the vessel since leaving the United States. The *Evelyn* had left New York the first part of January, 1915, with a cargo of horses consigned to the war zone in Europe, but extremely bad weather was

encountered and the entire cargo was lost, the *Evelyn* putting into Bermuda in distress. While piloting into Bermuda she struck a reef and started some of her plates forward. Temporary repairs were made for the run back to the United States, but were not substantial enough to hold until the vessel reached her home port, and this accounted for the plight she was in when found by the *Mohawk*.

WRECK OF THE SCHOONER "JOSEPHINE" NEAR THE KILL DEVIL HILLS
STATION, N. C.

The *Josephine* was a four-masted schooner of 639 tons, of Baltimore, Md. She sailed from Savannah, Ga., for New York City March 26 with a cargo of lumber. On March 31, when off Cape Lookout, she ran into a storm of exceptional severity. Buffeted by wind and sea for three days or more, she lost practically all her sails and also became water-logged, and to keep her from sinking her master headed her for the beach. She struck the shoals off Kill Devil Hills, N. C., about noon of April 3, at a point nearly 2 miles south of the Coast Guard station of the same name. In less than an hour after she stranded the terrific hammering of the breakers broke her in two. Of her crew of seven persons, three—the master and two seamen—were lost. The four others were taken from the surf and wreckage bodily by members of the Kill Devil Hills station crew.

Notwithstanding the prevailing thick weather, the *Josephine* was sighted when a mile or more offshore by the station lookout. She was then scudding for the beach, but making no distress signals. She disappeared in the mist and some time later—just before she struck—the fog patrol discovered her in the breakers.

Well knowing that nothing could save the vessel from stranding, the keeper took the crew and breeches-buoy gear and followed her down the beach. They came abreast the schooner shortly after she went on the reef and found her entire crew in the rigging. She had worked over the reef and was foundering, broadside to the beach, with her bow pointing northward. Huge seas were breaking over her settling hull, working devastation to her deck load of lumber, and the water to leeward of her was already filled with thrashing wreck stuff and big timbers.

Four shots were fired in endeavoring to put a line over her. The first line parted midway between the vessel and the beach. The second was carried by the wind—blowing at a 74-mile rate—just clear of the after topmast. The third line fell in the mizzen rigging, but was parted by floating wreckage before any of the sailors could get hold of it.

While the men on the beach were working with this last line a sea broke the hold of one of the men who had taken refuge in the rigging and carried him off. This man, the first of the ship's crew to be drowned, proved to be the master. A succeeding wave swept another of the men from the rigging. He had scarcely disappeared over the side when still another man was swept away, and as he disappeared one of his shipmates jumped overboard with the evident intention of affording him assistance. Both succeeded in getting hold of a float-

ing timber. A surfman kept pace with them as the southerly current bore them swiftly along, watching for a chance to attempt their rescue. When they had drifted fully a mile from their vessel the opportunity came, and the Coast Guard man plunged into the surf and hauled the two men ashore.

About the time the sailor jumped overboard a shot line was laid across the vessel between the mainmast and the mizzenmast. Two of the three remaining men succeeded in getting hold of the line, despite the fact that the vessel was breaking up, and began to haul away. The line became hopelessly entangled in the wreckage, thrashing about to leeward of the wreck, and, finding themselves unable to free it, the two sailors looked about them for another avenue of escape, and crawled out on the mainmast, which pointed almost horizontally shoreward. The lone man in the after rigging was also moving around. About this time he was seen to make his way to the crosstrees of the aftermast, there to remain for a time undecided, apparently, whether to hang on or take the risk of attempting to swim to land.

One of the men on the mainmast now climbed back to the hull over a tangle of lumber and spars, and after picking his way through this débris in a seemingly aimless manner he vanished from the view of the beachmen. He was never afterwards seen and it is supposed he was killed in the jumble of wreckage that filled the water inshore of the wreck. Shortly after this man disappeared the schooner broke entirely in two just abaft the foremast, and the after portion, with its tangle of spars, rigging, and lumber, floated off. It worked in near the shore and grounded, when the current, catching the forward end of it, forced the wreck around until the masts pointed away from instead of toward the land.

The two men still on board—one in the crosstrees of the mainmast, the other in the crosstrees of the spankermast—now scrambled back to the upturned hull. The one first referred to climbed over the hull and down upon the wreckage floating alongside. The Coast Guard crew watching from the beach tried to throw a line to him, but it fell short at every heave and ultimately became so entangled in floating wreck stuff that it could not be recovered.

Perceiving that the men on shore could do nothing to help him, this sailor went back over the hull and worked his way along it to the forward end, now nearest the land. It was at this time that the keeper entered the water, fought his way through and over the intervening wreckage to the broken hull, and laid hold of the man. Following his example, other Coast Guard men made their way out to the vessel with joined hands and dragged both keeper and sailor to safety.

One man still remained on the wreck. It seems that in moving about seeking a place of safety he had in some way been caught and held by a wire stay. One of the surfmen undertook to rescue him and made several attempts to get out to the wreck. Repeatedly forced back, he at last reached his goal, climbed upon the lee wreckage as his comrades had done in the case of the earlier rescue, and with almost superhuman strength released the sailor from the stay and lifted him over it. Then, with the aid of his fellow surfmen afforded in the manner already described, he brought the man ashore. Shortly after this the larger piece of the schooner broke up entirely.

While working on this wreck the wind was blowing with hurricane force, accompanied by rain and snow, and tide and surf were extremely high—higher, indeed, than ever before within the memory of residents of the locality. Beyond a doubt it would have been suicidal to launch a boat. Moreover, the vessel's hull opened up and her masts toppled over so quickly that there would not have been time for her crew to haul out the whipline or secure the hawser, even had they succeeded in getting hold of any of the lines shot out from the beach.

WRECK OF THE STEAMER "EDWARD LUCKENBACH" NEAR THE LITTLE ISLAND STATION, VA.

The stranding of the steam tug *Edward Luckenbach* on April 3, 1915, on the shore of Virginia, midway between the Little Island and False Cape Coast Guard stations, was one of the most serious disasters of the year on the Atlantic coast within the scope of service operations. Of the 17 persons in the steamer's crew, 15 perished before the Coast Guard men could get abreast of the vessel. Two—the mate and second mate—were saved, the first by the station surf-boat and the second by the beach patrol as he was swept ashore by the seas.

The *Edward Luckenbach*, a vessel of 401 tons, left New York City for Norfolk, Va., April 1, with the barges *West Point*, *William H. Macy*, and *Josephus* in tow. She was overtaken by a northeast gale and snowstorm off the capes of the Chesapeake and parted her towing hawser. While trying to pick up the barges her steering gear carried away. Crippled thus, she tried to anchor, and suffered the additional misfortune of losing both anchor and chain. A jury mast was rigged up in an attempt to keep her under control, but despite every effort to steer her or heave her to, she drifted helplessly before the storm and was swept upon the reef between the stations above named. She sunk immediately afterwards, leaving only her smoke-stack and the upper portion of her two masts above water.

All that is definitely known of what transpired on board after the steamer met with misfortune is contained in the testimony of Cicero Goodwin, the second mate, one of the two survivors of the wreck. It appears from his story that two small boats, the only ones the tug carried, had been made ready for lowering in anticipation of disaster, but the vessel bilged and went down so quickly that both boats were demolished before they could be launched. A deckhand, caught between them as the seas swept over the settling hull, was killed outright. Another member of the crew, the steward, was trapped and drowned in the galley.

Accompanied by 12 of the 14 other members of the crew yet alive, Goodwin made his way forward to the top of the house, the only part of the vessel above water. Even there they were not out of reach of the seas. They tried to cling to the deck rail, but the terrible hammering of the waves soon broke their hold. Goodwin states that he saw one after another of the men beaten off and carried over the side, to be caught in the swift current running southward parallel to the beach and swept out of sight. He himself managed to retain his hold for about an hour. Finally he, too, went the way of his

shipmates similarly endangered. He was more fortunate, however, than they. After he had drifted some distance down shore he succeeded in working his way into wading depth and managed to drag himself nearly out of the water. Nevertheless he would in all probability have perished but for the fact that as he lay on the sand, exhausted and unable to crawl entirely beyond the shore breaker, he was found by the patrolman from False Cape. His rescuer placed him in a cart and carried him, unconscious, to the station, where he was resuscitated.

Two members of the shipwrecked company—the master and mate—found refuge upon the upper portion of the foremast as the vessel settled. One of these—the master—overcome by cold and exhaustion, dropped into the water some time afterwards and was lost; the other maintained his position upon the projecting mast until rescued by the surfboat, as already stated.

The steamer was sighted shortly after 1 o'clock of the 3d by the patrolman going south from the Little Island Station. She went on the reef as the patrol watched. Half an hour after he reached his station with news of the disaster the Coast Guard crew were abreast the wreck with the breeches-buoy gear.

The vessel lay about 400 yards off the beach. In her rigging could be seen the two men previously referred to, each lashed to the foremast, one above the other. The seas were sweeping over the vessel, reaching clear up to the crossrees and over the lower man. A signal, made from the beach, was answered with a wave of the hand by the man in the more elevated position.

The first line sent out fell between the smokestack and the foremast and out of reach of either of the sailors. A second line fell just to leeward of the mast named and also beyond their reach. A third and fourth shot were equally unsuccessful, owing to the velocity of the wind, which was blowing at a rate of fully 74 miles an hour and directly across the line of fire. The fifth shot laid the line in between the men. Knowing it would be impossible for them to haul off the whipline, lacking, as they did, freedom of movement, the keeper tried to instruct them by motions of the hand, to tie the line around their bodies and jump. The man farther up got hold of the line after some delay, but instead of following the signalled instructions hauled away on the offshore side until he had the projectile in his hands. Then, to the chagrin of the men on the beach, he deliberately threw both line and projectile into the water. As the supply of powder was running low, the keeper of the False Cape station, who was also in attendance at the wreck with his crew, dispatched a man to his station for more ammunition and additional shotlines. While this errand was being executed another line, fired with the only 5-ounce charge of powder available, was sent out without result. When the extra powder and lines arrived, the seventh and last shot fired placed a line within the reach of the uppermost man. This time he did not throw entirely away his chance to be rescued. He might just as well have done so, however, for he tied the line around the mast and made no move whatever to save himself by it. About this time the man lower down on the mast, who from the shore appeared to be either benumbed or dead, dropped into the sea, and in the gathering darkness was soon

lost to the view of those dispatched along the beach to attempt his rescue should opportunity offer.

Shortly before this sailor fell, a surfman from the Dam Neck Mills station arrived (the service telephone wires being down) with a message asking the keeper to come with his crew to the assistance of a vessel about to strand midway between the station named and the Little Island station.

The man still on the mast had thus far made no effort to cooperate with the Coast Guard crews, and as nothing more could be done, owing to the darkness, to further his rescue, the Little Island crew responded to the call for aid from upcoast, leaving the False Cape crew to stand by the *Luckenbach*.

Upon coming abreast of the vessel reported to be endangered the Little Island crew found her anchored and apparently safe. The keeper, therefore, proceeded on up the beach to the Dam Neck Mills station, from which place he was able to get in line communication with the Weather Bureau station at Cape Henry and advise headquarters of the fate of the *Edward Luckenbach*.

It appears that becoming satisfied, some time after the Little Island crew departed from the scene of the *Luckenbach* wreck, that the man out on the steamer's mast was dead, the keeper of False Cape and his crew returned to their station. A short time after their arrival they were called to the assistance of a barge ashore within the patrol limits of the Wash Woods station, to the southward, and helped land her entire crew, four persons, by means of the breeches buoy. This vessel proved to be the *William H. Macy*, one of the *Edward Luckenbach's* tow of barges. Returning to his station in the early morning of the 4th the keeper sent a surfman back to the *Luckenbach*, and when the man returned with the information that the sailor left on the mast was still in his position and apparently alive no time was lost in taking crew and surfboat to the wreck and in summoning the Little Island crew to the scene.

The surf was still very high, the tide was running flood, and the current was still sweeping strong to the southward between the vessel and shore, making it absolutely impossible to launch off the beach. The boat was, nevertheless, hauled up to windward of the steamer and taken from its carriage and placed near the water's edge, in the hope that such action would hearten the imperiled man.

When the tide turned, shortly after noon, with a slight moderation of wind and sea, the long-looked-for chance to get away came. Once past the inshore surf the work before the Coast Guard men, though attended by no little danger, was soon accomplished. The surfboat, manned by the two keepers and members of both crews, ran in under the projecting mast and the sailor cast off his lashings and dropped into the arms of a surfman. The drogue was then thrown out and a successful run made for the beach.

REPORT OF DESTRUCTION OF BIRD LIFE ON LAYSAN ISLAND, PACIFIC OCEAN.

COAST GUARD CUTTER "THETIS,"

At Sea (Lat. 24° 23' 47" N., Long. 165° 31' 22" W.), April 5, 1915.

SIR: In obedience to your verbal order of this date, the following report is submitted relative to the conditions found on the several

islands visited by me during the cruise of this vessel in March and April, 1915:

Leaving Honolulu the evening of March 16, 1915, and after a pleasant run of 266 miles, during which northerly winds with moderate seas were encountered, the *Thetis* arrived at Bird or Nihoa Island at 8 a. m. March 18.

1. *Bird Island*.—Birds were seen everywhere—in the air, on the steep slopes of Bird Island, and resting on the water. At least half a million birds use this bit of land in the mid-Pacific Ocean for breeding purposes. At 8.30 o'clock a party went ashore through the surf, landing on a bit of sandy beach on the south side of the island near the western end. The party consisted of yourself, Lieuts. Parker, Eberly, Daniels, Surg. Hooper, and Lieut. Donaldson, United States Army, guests of the wardroom officers, and myself.

The sea was not bad on landing, but it grew worse toward 11 o'clock, so that the crew could not control the boat, as the larger breakers swept up the beach. In trying to keep the boat end to the surf, one man was injured severely by getting one of his legs caught under the boat. Meanwhile, the officers were up the slopes of the island, noting the kinds of birds and estimating the number of each kind seen and taking photographs of nesting birds.

From the landing place the island rose at an angle of 45 degrees or more. The slope was rocky and covered with a thick growth of low-growing bushes and plants. Higher up grass in large tufts or bunches predominated. Occasionally high cliffs arose which were weatherworn and honeycombed, affording excellent nesting sites. The north shore and also the east and west ends of the island are sheer walls or palis, offering no foothold, and therefore inaccessible to man except by ropes lowered down from the top of the cliffs. Here in these cliffs, however, thousands of birds hold sway, resting at dizzy heights in the cracks, crevices, and ledges of these walls, the highest rising 700 feet or more above the sea.

Climbing the slopes was rough work, and required careful treading to prevent stepping on the birds, which hid under the thick brush growth, in shallow holes, and under the lee of rocks. They refused to move out of the way. These birds are known as the Wedge-tailed Shearwater, and were found at all altitudes of the island. They made peculiar moaning noises and cat-like calls and were seen usually in pairs. They are of a gray coloring. We saw none nesting. They were very common and exceeded any other kind in number.

We had gone but a few feet up the slope of the island when a red-footed booby was discovered on its nest. The nest was placed on the top of a low bush, a very simple affair consisting of a platform of small stems or sticks and leaves. There was a single white egg. A little later we saw them in large numbers. Some preferred the little stunted palms peculiar to the island for nesting purposes. There were about 800 of these birds.

These palm trees noted above were found in two of the valleys in small groves. They do not attain a greater height than 12 to 15 feet. The leaf is of the broad fanlike type, with fruit the size and shape of olives and having a highly polished skin covering.

Similar to the red-footed booby, large numbers of the blue-faced booby were seen nesting on the slopes higher up. Their nests were

located on the bare ground and made saucerlike by years of guano deposits from the birds occupying them. The eggs, usually two in number, are of a pale blue ground color, which is nearly obscured by a heaving coating of white lime deposit. Some of the eggs are soiled by the birds after being laid. There were estimated to be about 5,000 of these birds on the island.

The next bird to attract attention on our way up the slope was the Frigate Bird. A female was found on her nest. She allowed us to approach close enough to touch her with our hands. The nest, like that of the red-footed booby, was placed on the top of a low bush. It consisted of a platform of sticks, crudely made. Later we noticed where one egg had fallen through the nest and had caught in the thick network of branches of the bush some 4 or 5 inches below the platform of the nest. The bird had simply laid another egg to take the place of the one thus lost. These birds were nesting by the thousands, and were very conspicuous on the steep slopes of the island, with the green foliage for a background, not only because of their size but also on account of the flaming turkey red bladderlike appendage at the necks of the males. These bladders can be inflated at will and resemble, when so extended, a toy balloon. No doubt a person was expected to show fright and keep away at this demonstration of their excitement and anger. There were probably 50,000 of these birds on the island.

Soon after sighting the first nesting Frigate Bird, loud squawking, harsh cries and angry mutterings were heard proceeding from the thickly bush-covered ground close at hand. These noises came from a very beautiful bird having pale pink satiny plumage, a strong curved red bill and two red feathers in its tail. This bird is known as the Boatswain or Red-Tailed Tropic Bird. It was the only one we saw nesting, although several had been seen on the wing during our approach to the island.

As we climbed higher the Frigate Birds became less numerous, owing, no doubt, to the change in vegetation from bushes to grass. However, Sooty Terns were found in ever increasing numbers as we ascended. These birds would hover in swarms over our heads as we disturbed them from their nesting sites, and make loud cries. Each pair of birds had but a single egg, usually on the bare ground in the lee of a tuft of grass. There must have been 20,000 of these birds on the island.

It was at this level, perhaps 500 feet up, that we encountered the first albatross nest—the Laysan Albatross. There was a half grown young bird in the nest. Going over the ridge near the highest part of the island we came upon a plateau several acres in extent where was located a colony of the Black-Footed Albatross. The young, still in their pin feathers, were very sturdy looking, standing upright on their legs. Here and there, scattered through the colony were seen the White or Laysan Albatross. Of the Black-Footed variety there were perhaps 500 birds on the island, and of the Laysan Albatross about 50 birds.

We noticed quite a number of yellow finch-like birds, which we found to be the Laysan Finch. They were yellow breasted, the shade being of a greenish hue. They were about the size of the common sparrow, a little larger, perhaps. They were quite fearless and very

inquisitive, following us about everywhere we went. There must have been 1,000 or more of these birds on the island.

A tern, similar in size to the Sooty Tern, but having gray plumage above, was seen in scattered pairs. Two only were flushed from eggs. They are known as the Gray-Backed Tern. We estimated them to number 10,000.

Another and very beautiful tern was seen clinging to the cliffs. They are the Love Birds, or White Tern, are smaller than the Sooty Tern, and have snow-white plumage with black bills and feet. They were seen perched on the tiny shelves and pockets in the precipitous cliffs, usually in pairs. Close to 50,000 of these birds must have made the island their home.

The Noddy was seen in one large flock. They were on the beach when we landed, but flew away on our near approach. They were seen again on the beach at the time of our departure. There were probably 500 of these birds on the island.

Several birds of the tern species which were of a mouse-gray color and small in size were seen. There were also two young birds found in the hollows of the rocky cliffs. We took these to be the Necker Island Tern.

A species of plover was noticed on the plateau. Several of them were seen dodging behind tufts of grass. They were rather shy. Their distinguishing mark seemed to be a long yellow streak, which ran over the eye and down the neck a short distance. They had dark-colored breasts.

As to the approximate number of birds that make this island their home during the breeding season it is difficult to give an estimate. However, taking into consideration that thousands of birds were continually away searching for food or hovering over the island, it is safe to give the total as being half a million birds.

Bird Island seems to be an ideal nesting site for sea and land birds, because the island slopes to the south, thus bringing the sun's rays to play on it continually during the day; because the bushes, coarse grass, and the cliffs afford innumerable sites for nesting; and, finally, because a landing by man can be made only when the sea is very calm.

There is no sign of fresh water on the island, so that a long stay could not be easily made by poachers. Rain water, if caught, would probably be poisoned by the accumulations from the birds.

One thing noticed was the small amount of trouble taken by sea birds in the building of their nests. In fact, except for the assembling of a few twigs, leaves, or a feather or two, no other evidence of a nest was discovered. Some eggs were deposited on the bare ground. Where the tops of the low bushes were used for a nesting site only a frail platform of twigs and small sticks were used.

There was a very pleasant sensation attached to this visit among the wild birds. It was brought about, no doubt, by the utter lack of fear the birds entertained for man. Some of the albatrosses allowed us to stand or sit down alongside of them without seeming to mind us being so near them a bit. All the birds on this island could be approached close enough to be captured with the hands, excepting the finches and plovers. Being strictly land birds they did not have the same confidence in man that the sea birds exhibited, or as they

were not found nesting this fact may account for the difference in behavior.

On returning to the beach after a hot and tiresome climb we found the first cutter badly broken on the port side amidships, so that it could not be used to take us off to the ship. A heavy roller had picked it up and suddenly dropped it on its bilge, breaking five frames, three strakes of planking, and the gunwale. This boat was launched through the surf and taken in tow by one of the other boats. The surf was too heavy for a small boat to land and get us at this time, so we had to jump one by one from a low cliff into the sea during a quiet time and swim off to it and thus returning safely to the ship. The coxswain, who had injured his leg, was placed in a life preserver, lowered from the cliff, and hauled by line to the small boat.

2. *French Frigate Shoals*.—The next landing was made on the largest sand island inside the lagoon of French Frigate Shoals. This islet was covered with grass, vines, and low-growing plants. A fairly large turtle, weighing about 200 pounds, was captured by members of the landing party while it was asleep on the beach. The turtle furnished fresh meat and soup for all hands.

The birds inhabiting this island are given below:

One Frigate Bird only was seen hovering over the ship at the time of anchoring.

A fairly large colony of Black-footed Albatross were nesting on the islet. Scattered among them were 30 Laysan Albatross. There were about 400 of the black-footed variety. The peculiar antics performed by these birds were noticed for the first time on this islet.

A colony of about 600 Noddies was located in the central part of the island. A single egg placed in the center of a creeping vinelike plant was all the nest that these birds required. There were no young birds seen.

The Sooty Tern was also found, but not so numerous as the Noddy. They, like the Noddy, were content to deposit each an egg on the ground in the wake of a bunch of grass or in the lee of a plant. There were perhaps 350 of these birds in the colony.

The Wedge-tailed Shearwater was also present, but not in very large numbers. About 100 birds were on the islet.

The Blue-faced Booby was seen along the shores of the islet on the edge of the vegetation. Fresh eggs to well-grown young were in the nests. The eggs were placed on the bare ground. Two eggs are the usual complement, but never more than one young bird was seen in a nest. What becomes of the second egg was not discovered.

One Red-tailed Tropic Bird was seen nesting. One egg only was in the nest.

The seine was taken ashore by a fishing party, but owing to numerous coral heads in the lagoon which interfered with hauling the seine, only three fish were caught.

Although very small in area, this island supported a numerous bird population.

3. *Lisianski Island*.—Laysan Island had to be passed without landing, because of high winds and heavy seas. About 2 p. m., March 24, the *Thetis* anchored off the west shore of Lisianski Island abreast the boat passage through the reef. The old westerly swell

of the heavy winds of the day before made the anchorage a rolling one. On landing one was struck with the lack of vegetation growing. What little was found was not in a very flourishing condition. The land was wind swept, sandy, with bleached sea shells, and bird bones scattered everywhere. This island has a network of subterranean passages or tunnels made by the Petrels and Shearwaters. Walking for that reason was very difficult, because every step or two one continually kept breaking through to the knee without the slightest warning into one of these burrows.

The party that landed saw but seven rabbits, all of which were captured and brought to the ship.

Whenever the island afforded enough bushlike growth for the Frigate Bird to construct its nest they were seen nesting in colonies. There were three of these colonies. At the north end of the island the colony consisted of about 1,000 birds; on the northeast shore about 1,200 birds, and the third, located near the house in the central part of the island, about 800 birds. Others were found scattered, usually alongshore, where a few dead or dying bushes afforded a perch on which to roost. The total number, however, would not exceed 3,500.

The White or Laysan Albatross was found nesting on all parts of the island. Well grown young birds, still in their pin feathers, were fairly numerous. The grown birds were more shy than those seen on Bird Island or on French Frigate Shoal sand island. They seemed to take great delight in playing their little performance, apparently never tiring of it. Estimated number of this species is 10,000.

The Black-Footed Albatross was found in fairly large numbers, but not so numerous as the White variety. They had young well developed, but they were still in their pin feathers. They were found scattered all over the island, but were more thickly settled along its shores. Of both species of albatross very few unhatched eggs were found and no dead were seen, of young or old birds. The Black-Footed Albatross numbered about 8,000.

The Red-Tailed Tropic Bird was not seen.

Near the shack several nests of the Red-Footed Booby were seen. Young birds or eggs were found in the nests. There were 10 of these birds.

The Blue-Faced Booby was found in fairly large numbers. Some of them were found nesting near the Frigate Bird rookeries, but they were seen mostly alongshore just out of reach of the highest surf line. Eggs or young birds in various stages of development were found in the nests. Three or four nearly ready to fly were noticed. One nest contained three eggs—an oddity, no doubt. These birds seem to lose one of their offspring, as invariably we have seen but one young bird, or a freshly hatched bird and one egg, in the same nest. What becomes of the second bird or second egg we did not discover.

A third variety of Booby was found nesting on this island. It is mostly black in color, with white belly or under tail parts, yellow bill, and black legs and feet; probably the common Booby or Sula Sula. They were found nesting near the Frigate Birds and scattered alongshore along with the Blue-Faced Booby, though not nearly so

numerous. They nest on the ground in a slight depression with a few sticks and one or two feathers. Eggs or young birds were found in the nests, several of the young well developed. The eggs had the lime white color, two to a nest, but, as noted above, only one young bird is raised. There were probably 75 or 100 of these birds on the island.

Two colonies of the Hawaiian Tern were seen nesting near the shack. The nests contained either an egg or a young bird. There were perhaps a thousand birds in the two colonies. The nests fairly well made, were placed in small shrubs or plants or on platforms built up from the ground.

The Noddy was also found, but they were not numerous, probably numbering 300. They were not nesting.

The Gray-Backed Tern was seen in company with the Sooty Tern and scattered about the island. One bird was flushed from its egg, which was placed on the outskirts of one of the Frigate Bird colonies. These birds numbered about 500.

The Sooty Tern was found in one large colony, but they had not begun to nest. They were very noisy and rather shy. They numbered about 1,000.

The Wedge-Tailed Shearwater was very common and found everywhere on the island. They were noticed in pairs generally, and sometimes in small colonies. Just before sundown a great many of them were noticed on the wing over the water. There were about 15,000 of these birds on the island.

The Christmas Island Shearwater was also a very common bird. They are smaller, of a black color, and very tame. They were found scattered over the island, usually near the wedge-tailed variety. We did not find any eggs of either of the shearwaters. There were 10,000 birds of this species on the island.

Several Laysan Rail were seen, but no doubt there were others on the island. These curious little birds can not fly. Their wings are underdeveloped, probably through lack of use for generations past. Those seen on Lisianski Island have been brought over from Laysan Island, as this little bird is peculiar to that island only. They are bold and fearless; also very inquisitive and voracious. One was seen breaking into a tern's egg and greedily eating of the contents, when the tern returned very angry. The tiny rail paid no attention to the tern, but continued with its repast.

Along the shore one Bristle-Thighed Curlew was seen.

The Turnstone was seen to the number of a dozen.

4. *Ocean Island*.—The next possible landing was made at Ocean Island and Green Island, but because of the unfavorable westerly weather the lagoon had to be entered by hauling the dinghy over the coral reef during a quiet spell of the sea. We got the dinghy safely across the reef with the aid of several small swells, all hands having jumped out at the first grounding of the boat. Once in the shallow water in the lagoon we made for Green Island, landing on the east end in a small protected bay or sandy cove.

A large number of hair seals were hauled out on the beach, most of them being asleep.

This island is densely covered with a shrub growing waist-high, except for a portion of the center of the island, where a growth of

grass and vines predominates. The walking through this wooded growth was difficult and soon tiresome.

The Red-Footed Booby was found to be fairly common. They were nesting, but only eggs were seen in the nests. They numbered about 2,000.

The black booby (probably *Sula Sula*) were seen in greater numbers than on Lisianski. They were nesting also, eggs being found in the nests. There were 200 or more of these birds.

There was a fairly large colony of the Blue-Faced Booby nesting near the center of the island on the outskirts of a Frigate Bird colony. They numbered probably 200 birds.

Along the northern shore, western end, and sparsely along the southern shore of the island the Black-Footed Albatross was found nesting in small colonies. There were probably 1,500 of these birds. A great number of albatross eggs were noted which had failed to hatch.

The White or Laysan Albatross were not so numerous. They were found scattered over the island and in one principal colony near the middle of the island. They numbered about 300.

A number of Red-Tailed Tropic Birds were seen, and several were found nesting in the dense brush. They had to be almost walked on before they were discovered. There must have been others, as we got over just a small part of the island, due to the difficulty in getting through the heavy growth of bushes. Birds of these species were also seen on the wing, usually in pairs, at different times of the day. There were about 100 of these birds on the island. The nests seen contained one egg each.

The Frigate Bird was found in one colony near the center of the island. They were nesting, using the tops of small bushes on which to build their nests. They had eggs only. There were about 1,000 of them.

The Gray-Backed Tern was scarce, only 12 being seen. One of these was flushed from its egg, located, as usual, at the foot of a bunch of grass on the bare ground.

Turnstones were seen in small flocks along the shores, probably altogether 100 of them.

Rats were also noted on the island. They were very shy. Sixteen of them were counted. They must be very numerous.

Green Island seems to have greatly changed in outline, as it is not as represented on the chart. It is closer to the reef on the southern side than shown, and the western end now follows the reef for some distance as a bare high sand spit. On this spit 10 or 12 families of Black-Footed Albatross were located. The wooded portion of the island on the western end is closer to the reef than shown on the chart. Abreast the ending of the bush, on the western end of the island, a good passage for small boats was found, with deep water leading through an opening in the reef on to a steep sandy beach. Although fresh westerly winds were blowing at the time, no breakers were noticed.

The beaches were strewn with a large variety of sea shells. On returning to the ship we found a narrow opening in the reef on the southeast side, with a swift current running through. The only precaution necessary was to keep the boat pointed fair. The current prevented the surf breaking on the sea side of the reef.

5. *Laysan Island*.—The next landing was made at Laysan Island. The weather still held westerly with fresh and strong breezes. At the regular boat passage the sea was breaking heavily. Steamed around to the southern end of the island and found a comparatively quiet spot at times on a shelf of coral or limestone rock. A landing was effected by swimming ashore after being rowed as close to the reef as was considered safe. Two cameras were taken along, but it being impracticable to land them without great risk of wetting them they had to be sent back to the ship.

It was indeed a sad sight presented to view on reaching the shore above the surf line. Dead birds were seen in piles of 10 and 15, and sometimes as many as 40 or 50 in a pile. At first we attributed this enormous number of dead birds to some epidemic or disease, but soon it dawned upon us that poachers had again raided the island for feathers. Each dead bird was found to have the breast feathers missing. All the other feathers remained. Only the breast and belly feathers had been taken.

The White or Laysan Albatross was the chief sufferer, next the Black-Footed Albatross, with the Frigate Bird and Blue-Faced Booby following in order of number found killed. Between one hundred and fifty and two hundred thousand birds were found lying in heaps in all parts of the island. All of them were found on their backs with only the breast feathers missing. In the majority of cases the feathers had been pulled out, but in some instances knives had been used, and the breasts had been cut away from the bodies of the birds. It was a most distressing sight to see so many fine birds rotting away. As a consequence there were very few young Albatrosses and Boobies. The Albatrosses, black and white, were very shy and did not permit us to get very close to them. The western half of the island has only a very few young Albatrosses, but there are hundreds of eggs with young chicks in them that never hatched. Evidently from this, the poachers made their raid about the time the young were well developed in embryo. Along the southern and southeastern parts of the island quite a number of the young of the Black-Footed Albatross were found. However, here as elsewhere hundreds of grown birds had been slain for their feathers. In fact, the work was thoroughly and systematically done, as no portion of the island was spared. The dead birds, what was left of them, were lying in heaps everywhere. Evidently they were killed and brought to persons who removed the feathers, thus accounting for them being in piles.

Arriving at the buildings on the western part of the island we found a great pile of dead birds, bare breasts uppermost, in one of the sheds. Unmistakable signs were found, showing that the buildings and island had recently been inhabited by man. An anchor or mooring was found high up on the beach near the wharf. Decaying turtle meat was discovered in one of the pantries. The water-closet was in such a condition as to lead one to believe beyond a doubt that men had been on the island within a period of two or two and a half months. However, when all is said, the greatest evidence was the presence of the dead birds minus their breast feathers.

Around the building skinned birds were found; also the wings of Terns and Albatrosses.

The Albatrosses were very shy and would fly off when we were some hundred yards away. They were also very quiet, and we saw only one or two pairs carrying on their noted performance.

The different birds were seen as follows:

The White Albatross in scattered numbers in the central parts of the island around the lagoon. They had very few young birds. They totaled 40,000 or 50,000 birds.

The Black-Footed Albatross was found around the shores of the island, principally on the southwestern, southern, and southeastern portions of the island. They were fortunate in having more young birds than the White Albatross. They numbered in all about 20,000.

The Frigate Bird was found nesting in three fairly large colonies. There were eggs found in the nests. About 2,000 birds of these species were killed by the poachers. As with the Albatrosses, only the breasts were found missing. We noticed on flushing a Blue-Faced Booby, that it was closely followed and harried by a frigate bird until it finally, with a great deal of squawking, disgorged a fish in mid air. No sooner did this happen than the Frigate Bird swooped down and caught the fish before it reached the ground. The Frigate Birds were very numerous on the island. They numbered about 30,000.

The Blue-Faced Booby was comparatively scarce. A hundred or more were found dead with their breast feathers removed, victims of the poachers. Those alive were found nesting. The number of them alive on the island is about 350.

The Hawaiian Tern was noticed nesting in four or five colonies in the low bushes found on the island, one exception being a small colony in the southern part of the island near the fresh-water pond where the nests were placed on the tops of limestone or phosphate rocks. Eggs and young birds were in the nests. There were 20,000 birds of this species on the island.

The Noddy was also common. It was found scattered along the shores of the island. They were nesting, eggs and young being found. There were perhaps 6,000 birds of this species on the island.

There was a large colony of the Sooty Tern on the island in the eastern central portion. They were beginning to lay their eggs. There were 10,000 of them.

The Gray-Backed Tern was found scattered in small colonies and among the rookeries of other birds. Some were flushed from eggs. No young birds were seen. They were about 5,000 in number.

The Wedge-Tailed Shearwater was very common, numbering possibly 250,000 birds.

The Christmas Island Shearwater was also quite common, but not nearly so abundant as the other. They numbered approximately 50,000.

In the southern part of the island, where the rocks of phosphate and lime are scattered about, the White Tern or Love Bird was noted in a small colony. The eggs found were laid on the tops of phosphate rocks, with nothing soft for protection. They were about 400 all told.

Confining themselves to the waters of a small fresh-water pond in the southern central part of the island were 13 Laysan Teal.

The busy little Laysan Rail was found everywhere on the island. There were more than 5,000 of them.

The Laysan Honey Eater was fairly common, and we judged them to number about a thousand.

The Miller Bird also seemed to be fairly common, numbering about fifteen hundred.

The Laysan Finch was seen in all parts of the island. They were very numerous, approximately numbering 4,000.

The Bristle-Thighed Curlew were quite common and were found scattered over the island. There were about a thousand of them.

The Turnstone was seen in a large flock on the shores of the lagoon, numbering about 5,000.

The rabbits were found to be very plentiful. They were to be seen wherever green patches existed. Twenty of them were caught and taken off to the ship for food. About 15 of them were found dead near one of the buildings. They are rapidly eating off the vegetation of the island.

To the right of the buildings and half a hundred yards from the beach were discovered what appeared to be three graves. There were three headstones buried in the sand, consisting of slabs of phosphate or limestone rock. One of these stones had a paling fence surrounding it in the form of a rectangle. The one next to it had simply a rectantagle of heavy timbers surrounding it, while the third was without any wood at all. There were no inscriptions or marks on the stones. They were not there when the *Thetis's* party visited the island last September.

The buildings and sheds are rapidly deteriorating, and two of the sheds have apparently been blown down by the wind.

We swam off to the dinghy without mishap and arrived on board the *Thetis* about 4.30 p. m.

Respectfully,

W. H. MUNTER,
First Lieutenant.

To the COMMANDING OFFICER.

HONOLULU, HAWAII, *April 14, 1915.*

Forwarded for the information of the department.

JAS. H. BROWN, *Commanding.*

TABULAR STATEMENT OF ASSISTANCE
RENDERED BY CUTTERS AND STATIONS, INVOLVING
THE SAVING OF LIFE AND
PROPERTY, 1915



Assistance rendered by cutters and stations, involving the saving of life and property.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
July 1.....	Shark River (5).....	Shark River Inlet.	Open power boat (no name).	.....	.....	\$700	.....	3	.....	.....	Boat aground; keeper assisted in floating and starting motor.
Do.....	Cleveland (10).....	Cleveland Harbor entrance.	Christy K.....	4	.....	200	.....	5	.....	.....	Engine broken; picked up and towed to station.
Do.....	Duluth (11).....	Boat club break-water.	Allouez.....	.....	.....	100	.....	1	.....	.....	Disabled; towed to station.
Do.....	Sturgeon Canal (12).....	Off station.....	Dream Girl.....	.....	Camping outfit.	2,500	\$400	3	.....	.....	Ashore; floated and towed to safety.
Do.....	.....do.....	.....do.....	Scow (no name).....	.....	Baled hay and fresh fish.	50	35	1	.....	.....	In distress; towed to safety.
July 2.....	City Point (2).....	Pleasure Bay.....	Helen A.....	.....	.....	700	.....	.....	.....	.....	Ashore; pulled off and towed to safe anchorage.
July 3.....	Apache.....	Black Walnut Cove, Md.	L. C. Spencer.....	42	.....	1,500	.....	3	.....	.....	Anchored in exposed position; unable to proceed owing to disability from recent capsizing; supplied with food and water and towed to Hoopers Strait.
Do.....	Patrol.....	Peoria Lake, Ill.....	A. K. II.....	Under 5.	.....	1,500	.....	2	2	.....	Speed boat capsized during race, throwing crew of two into water; men rescued from water; boat towed to floating crane and righted.
Do.....	Guard.....	Washington Sound, Wash.	Motor boat (no name).	.....	.....	800	.....	1	.....	.....	Motor boat drifting disabled in rough water of sound; towed to wharf at Port Stanley.
Do.....	Point Allerton (2).....	Off station.....	Turpindey.....	.....	.....	150	.....	2	.....	.....	Drifting helplessly; took in tow to place of safety.
Do.....	Pentwater (12).....	2 miles off station.....	Florence C.....	.....	.....	500	.....	2	.....	.....	Engine broken down; picked up boat and towed to safety.
Do.....	White River (12).....	At south pier.....	.....	.....	.....	.....	.....	.....	1	.....	Woman fell off pier; rescued her from drowning, using small boat.
July 4.....	Sabine Pass (9).....	Off station.....	Dulce-Corazon.....	.....	.....	500	.....	3	.....	.....	Adrift; engine disabled; towed to safe mooring.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
July 4.....	Fletchers Neck (1).	Off station.....	Alice.....			\$300		2			Launch, with engine trouble; saved from probable destruction.
Do.....	North Beach (6).....	Ocean City Beach, Md.....							1		Man, bather, in danger of drowning; keeper swam to his rescue.
Do.....	Kenosha (12).....	Near Central Park.	Roma B.....			200		3			Engine disabled; towed to port.
July 5.....	Gurnet (2).....	Cape Cod Bay.....	Padre Libiano.....	5	Fish.....	500	\$50	4			Propeller disabled; beached and made repairs.
Do.....	Louisville (10).....	Off station.....	Skiff (no name).....			10		1	1		Struck rock, drifting toward falls; picked up boat and man.
Do.....	Old Chicago (12).....	do.....	El Anita.....			5,000		3			Disabled and adrift; picked up and towed to safety.
Do.....	Manistee (12).....	do.....	Red Wing (gas launch).....			270		7			Engine disabled; towed to landing place.
July 6.....	City Point (2).....	Pleasure Bay.....	John (launch).....			500					Adrift and about to be stranded; picked up and towed to safety.
Do.....	do.....	Cow Pasture.....	Alice (sloop).....			100		3			In distress; towed to safety.
Do.....	Marquette (11).....	Near dock.....	Steam pile driver (no name).....	25		1,500					Sunk in 13 feet of water; raised by station crew.
Do.....	Baileys Harbor (12).....	Off station.....	Two Friends (launch).....			100		1			Ran out of fuel; picked up and towed to safety.
July 7.....	Fourth Cliff (2).....	North River.....	Dorothy.....			250					Stranded; floated and towed to safety.
Do.....	Point Allerton (2).....	Off station.....	Elf (power boat).....	2		350		4			In distress; took in tow to harbor.
Do.....	Duluth (11).....	Harbor channel.....	Olive (power boat).....			1,500		9			Lost propeller; towed to wharf.
July 8.....	Gurnet (2).....	Plymouth Bay.....	Power dory (no name).....		Lobsters.....	500		8	1		Out of fuel; picked up and towed to port.
Do.....	Jackson Park (12).....	Off station.....	Quois (sloop).....			300					Adrift in lake with no one aboard; picked up and towed to harbor.
Do.....	Erie (10).....	Erie Bay.....	Notoretch.....			600		13			Reversing gear broken; picked up at night and towed to dock.
Do.....	Michigan City (12).....	Off station.....	Richard (motor boat).....			150		4			Broke down in lake; picked up at 1.20 a. m. and towed to port.

Do.....	Grand Haven (12)...	Highland Park....	Avalon.....	10	1,600	4	4	Disabled and drifting toward breakers; picked up and towed to safety.
July 9.....	Tybee.....	Shiddaway Island, Ga.	Joanna.....	16	4,000	16	16	Motor boat with 10 passengers and crew ashore on shore; passengers and baggage transferred to Tybee, which succeeded in floating motor boat after hard pulling; passengers transported to Savannah.
Do.....	Fourth Cliff (2)....	North end.....	Power boat (no name).	5	1,200	3	3	Ran ashore in fog; floated; proceeded to sea and broke down; again picked up and towed to port.
Do.....	Wallers Beach, Assateague Beach (6)...	Williams Shoals...	Lizzie Godfrey...	73		4	4	Vessel struck on bar and became total loss; crew taken off from Jibboom.
Do.....	Off station.....	Off station.....	Ed. F. Dunne...		2,500	2	2	Totally disabled; picked up and towed into Jackson Park Harbor.
Do.....	Cape Disappointment (13)...	Peacock Spit.....	Gas fish boat (no name).	4	600	300	2	Ast in breakers; righted boat and piloted through breakers to deep water.
Do.....	Coquille River (13)...	Off Bandon.....	do.....	3	500	10	2	Broken down at sea; drifted helplessly for 12 hours; picked up and towed to port.
July 10.....	Hampton Beach (1)...	Hampton N. H., North Beach...	Fishing boat (no name).		40	2	2	Sunk at moorings; raised, removed ballast, hauled in log, beached.
Do.....	Manomet Point (2)...	Manomet Beach...	Beulah, M & U (sloop).	12	1,000	2	2	Ran ashore in fog between rocks and pounding badly; put out anchors and flunked at high tide.
Do.....	City Point (2)....	Thompsons Island	Iris (motor boat)...		375	2	2	Drifting helplessly in crippled condition; picked up and towed to Dorchester, Mass.
Do.....	Holland (12).....	Off station.....	Gladys (tug)....	5	800	2	2	Disabled and signaling for help; towed to repair shop.
Do.....	Basddah Point (13)...	do.....	Zip (motor boat)...		500	2	2	Disabled and drifting helplessly at sea; towed into port by power lifeboat.
Do.....	Cape Disappointment (13)...	North Jetty Dock.	Two motor boats (no names).....	4	500 650	300 400	2 2	Disabled by fouling fish net, and in danger of running against jetty; towed both boats clear.
July 11.....	Erie (10).....	Off station.....	Motor boat (no name).		250	4	4	Engine disabled; towed to safety.
Do.....	do.....	Lake Erie.....	Dolphin (motor boat) and pile driver.		500 800	3 2	3	Towing launch disabled; towed to safety by power lifeboat.
Do.....	Point Bonita (13)...	Off Lime Point...	Pet (motor boat)...	8	1,250	2	2	Disabled and drifting out to sea; picked up by power boat and towed to safety.
July 12.....	Manhattan.....	New York.....	Isabel (steamer)...	421	100,000	17	17	Steamer grounded on bar; cutter ran line and succeeded in floating steamer.
Do.....	Patrol.....	Off Lincoln Park, Chicago.	Blue Bell (motor boat)...		800	2	2	Motor boat with engine disabled adrift on Lake Michigan; towed by Patrol to moorings.
Do.....	Pamlico.....	Neuse River, N. C.	Sailboat (no name)...		20	3	3	Sailboat capsized, crew of 3 in water clinging to hull; men rescued and capsized boat towed ashore.

Do.....	South Haven (12)...	8 miles off station.	Margaret (motor boat).	4	.....	350	2	.....	Stranded on beach; floated and towed to harbor.
July 14.....	Racine (12).....	Off station.....	Irishman (motor boat).	4	.....	300	4	.....	Out of fuel; wind and sea driving toward beach; picked up and towed to safety.
Do.....	Old Chicago (12).....	do.....	M. C. Parker (motor boat).	.....	.....	200	1	.....	Stranded in surf; hauled up on beach for safety.
Do.....	Milwaukee (12).....	St. Francis.....	Mascot (motor boat).	9	.....	300	3	.....	Launch high and dry on beach; floated by power boat.
July 15.....	Chicamacomico (7).....	Off station.....	S. M. Maery (motor boat).	.....	.....	150	2	.....	Disabled motor boat; picked up and towed to harbor.
July 15-18.	Jackson Park (12).....	do.....	Silver Spray (steamer).	95	.....	.....	7	4	Steamer stranded and breaking up; 4 men taken off and landed.
Do.....	Racine (12).....	do.....	Canoe.....	.....	.....	10	3	3	Canoe with 3 boys in danger on lake; towed to safety.
July 16.....	City Point (2).....	City Point.....	Sloop (no name).....	.....	.....	100	4	.....	Sloop disabled by collision; towed to landing.
Do.....	Harbor Beach, Pointe aux Barques (11).	Port Hope Reef.....	Mary H. Boyce (steamer).	700	Lumber and lath.	15,000	20	.....	Stranded steamer; manned lighter, transferred cargo, transported laborers, and assisted to float steamer.
Do.....	Point Bonita (13).....	Off station.....	.....	.....	.....	.....	1	1	17-year-old girl fell off cliff into water, rescued, taken to station, and ambulance called.
Do.....	Duluth (11).....	do.....	Skiff.....	.....	.....	20	1	.....	Skiff with fisherman unable to reach shore; towed in.
July 16-17.	Mackinac.....	Raber Bay.....	Edward E. Skeele (schooner).	199	Maple bark.....	10,000	5	.....	Schooner aground fore and aft; Mackinac and service patrol boats towed on vessel and worked on anchors over period of two days; finally floated.
July 17.....	Acushnet.....	Off New Bedford.....	Beatrice (schooner-barge).	1,117	Soft coal.....	35,000	5	.....	Schooner and towed her to deep water. Ashore on North Ledge in thick fog; ran line to barge, and towing in company with towboat barge was floated and hauled into channel.
Do.....	Mantoloking (6).....	Barnegat Bay.....	Sneakbox (no name).	1	.....	150	2	.....	Two small boys in boat which they could not manage; towed to safety.
Do.....	Erie (10).....	Off station.....	D. & J. (motor boat).	.....	Fish.....	800	4	2	Disabled motor boat out in lake; towed to harbor.
Do.....	Oswego (10).....	do.....	M. & E. (motor boat).	.....	.....	500	7	.....	Motor boat with disabled engine adrift on lake; towed to harbor.
Do.....	Harbor Beach (11).....	do.....	Angler (motor boat).	.....	.....	250	10	.....	Disabled motor launch towed to safety.
Do.....	Duluth (11).....	Boat club basin.....	Racing shell.....	.....	.....	150	2	.....	Capized racing shell; shell and crew towed to landing.
Do.....	Racine (12).....	Off station.....	Joker (sloop).....	1	.....	60	1	.....	Sailboat in distress on lake; towed to harbor.
Do.....	do.....	do.....	Motor boat (no name).	3	.....	250	3	.....	Gasoline launch with 3 men disabled in lake; towed to harbor.
Do.....	Nome (13).....	Snake River.....	Wilhelmina (motor boat).	8	.....	3,000	4	.....	Stranded on spit; hauled clear and into channel.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
July 18.	Winona.	Waveland, Miss.	Swan (sloop).			\$1,500		5			Capsized during race; picked up and towed by cutter's launch into shoal water, where sloop was righted.
Do.	Yamacraw.	Savannah River.	Thistle (motor boat).			400		3			Drifting disabled with crew of 3 men; towed by cutter's launch into slip and moored.
July 18-20.	Onondaga.	Off Fenwick light ship.	Raven'sraig (steamer).	1504		200,000		21			Found at sea helpless with rudder gone; cutter made fast astern acting to star steamer and two vessels made way to Newport News, where repaired.
July 18.	Isles of Shoals (1).	Off station.	Herbert & Emma (motor boat).	9	Mackerel.	2,500	\$300	6			Off coast with broken shaft; towed to harbor.
Do.	Charlotte (10).	Sea Breeze, N. Y.	Nonpareil (motor boat).			500		2			Motor launch disabled and in danger of blowing ashore; towed to shelter.
Do.	Louisville (10).	Falls of Ohio.	Skiff.			12		1	1		Boat carried over falls; picked up and taken to shore.
Do.	Buffalo (10).	Off station.	Tec - Sec (motor boat).			350		10			Power launch with 10 passengers drifted ashore; towed clear and into harbor.
Do.	Duluth (11).	Ball park.	Motor boat.			200		2			Launch broken down and drifting ashore; towed into slip.
Do.	do.	Harbor channel.	Simon Clark (motor boat).			2,600		1			Launch adrift with fuel exhausted; towed into slip.
Do.	Jackson Park (12).	Off station.	Chevron (sloop yacht).			600		7			Sailing yacht run on rocks; towed clear and proceeded.
July 18.	Nome (13).	Snake River.	Wilhelmina (motor boat).	8		3,000		5			Stranded on sand bar; hauled off to place of safety.
Do.	Isles of Shoals (1).	Star Island.	Sam Adams (motor boat).	13		2,000		49			Ashore; towed clear and proceeded.
Do.	Point Allerton (2).	Lovells Island.	Rival (sloop).			1,000		2			Stranded sloop; pulled into deep water.
Do.	Spermaceti Cove (5).	Shrewsbury River.	Idler (cat yacht).			250		3			Sailing yacht blown on beach; towed clear and into cove.

Do.....	Sandy Hook (5)...	Point Hook.....	Sis (motor boat)...	1	.....	400	.....	7	.....	Launch drifted ashore; pulled off beach and towed into harbor.
Do.....	Niagara (10).....	Fort Niagara Beach.	Motor boat.....	.....	.....	300	150	2	.....	Disabled launch anchored in lake; towed in to wharf.
Do.....	White River (12)...	White Lake.....	Dale (motor boat)...	.....	.....	800	.....	10	.....	Stranded gasoline launch; towed clear.
Do.....	Tillamook Bay (13)	Off Cape Meares Light.	Arab (motor boat)...	5	.....	1,800	.....	9	.....	Gasoline schooner broken down off-shore; picked up and towed into Tillamook.
July 20.....	Algonquin.....	Puerto Plata, San- to Domingo.	.....	.....	.....	.....	.....	.....	184	Porto Rican refugees; many of them weak and emaciated from starvation and hardships; taken on board cutter at Puerto Plata and conveyed to San Juan.
July 20-21..	Apache.....	Tred Avon River, Md.	Sweet (schooner)...	41	.....	4,500	.....	3	.....	Stranded on beach; ran line and pulled, floating her after several hours' work; schooner was towed into deep water uninjured.
July 20.....	Hammond (11)....	Off 40-mile Point..	Alexander W (mo- tor boat).	10	.....	5,000	.....	4	.....	Disabled motor boat adrift on lake; towed to harbor.
Do.....	Nome (13).....	Snake River.....	Wilhelmina (mo- tor boat).	8	Merchandise...	3,000	2,000	3	.....	Stranded motor boat towed off bar and proceeded.
July 21.....	Androscoggin....	Portland, Me.....	Nikkao (schooner yacht).	21	.....	10,000	.....	2	.....	Dragged anchor in heavy squall fouling another yacht; sent force of men who hove up anchors and took schooner to safe berth, saving further damage.
Do.....	Apache.....	Off 7-Foot Knoll (Chesapeake Bay).	Woodbine (motor boat).	70	U. S. Light House Serv- ice.	25,000	.....	.....	.....	Lighthouse tender with engine disabled anchored in Chesapeake Bay; taken in tow to wharf in Baltimore.
Do.....	Cuttyhunk (2)....	Quicks Hole.....	Uno (motor boat)...	.....	.....	500	.....	4	.....	Launch; propeller adrift; keeper se- cured private launch; towed to harbor.
Do.....	Mosquito Lagoon (5).	Off station.....	Motor boat.....	.....	.....	150	.....	2	.....	Motor boat with engine trouble; made repairs and adjustments and boat proceeded.
Do.....	Point Allerton....	do.....	do.....	.....	.....	150	.....	3	.....	Motorboat driven onto rocks; towed clear and to wharf.
Do.....	Gloucester (2)....	East Gloucester...	Sloop (no name)...	.....	.....	100	.....	.....	.....	Sloop dragged on rocks during squall; towed clear to safe anchorage.
Do.....	Charlevoix (12)...	North Point, Lake Michigan.	Grace (sloop)....	.....	.....	300	.....	3	.....	Sloop stranded on reef; floated and towed into harbor.
Do.....	Milwaukee (12)...	Milwaukee Harbor	Wanda (schooner).	97	Gravel.....	2,000	85	4	.....	Schooner sank after collision; freed of water and towed to shipyard.
July 22.....	Manhattan.....	Long Beach, L. I..	Motor boat (no name).	.....	.....	2,500	.....	3	1	Sloop capsized in squall; crew in water clinging to sloop; one of crew trying to swim rescued from water in ex- hausted condition; others picked up by motor boat which had drifted away in squall; assisted to tow sloop to beach and pick up gear.
Do.....	City Point (2)....	Off station.....	.....	.....	.....	.....	.....	.....	1	Rescued from drowning a woman who had fallen out of a small boat.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914. July 22.....	Point Allerton (2).....	Ship channel.....	Motor boat (no name).....			\$200		1	.....	.....	Disabled motor boat towed into port.
Do.....	Erle (10).....	Erle Bay.....	Cadillac (motor boat).....			250		1	.....	.....	Motor boat broken down towed to wharf.
Do.....	Port Austin (11).....	Off station.....							1	.....	Boy in bathing stepped into water over his head; taken from water badly strangled.
Do.....	Point Betzie (12).....	East shore of Lake Michigan.....	Motor boat.....			200		7	.....	.....	Motor boat disabled; picked up and towed to harbor.
Do.....	Yaquina Bay (13).....	Off station.....	Skiff.....			25		4	.....	.....	Party in skiff drifting to sea in a gale; picked up and towed to harbor.
July 23.....	City Point (2).....	.....do.....	Madeleine (motor boat).....	34		4,000		27	.....	.....	Disabled motor boat drifting to sea; towed to safety.
Do.....	Sandy Hook (5).....	Point Sandy Hook.....	Roy (motor boat).....	1		800		9	.....	3	Stranded motor boat; crew cared for at station and boat floated and towed to safe berth.
Do.....	Duluth (11).....	Off station.....	Molly (motor boat).....			100		1	.....	.....	Motor boat lost propeller; towed to wharf.
Do.....	Cape Disappointment (13).....	Pescocock Spit.....	Motor boat.....			650	\$350	2	2	2	Fishing boat capsized in surf; crew picked up and boat towed to station.
July 24.....	Onondaga.....	Norfolk, Va.....	Canoe.....		5 Gill net.....			1	1	.....	Overturned canoe with man clinging to bottom; discovered with searchlight after hearing cries; rescued man from water and picked up and landed canoe.
Do.....	Pamlico.....	Plemons Point, N. C.....	Edwin and Maud (schooner).....	208	Lumber.....	10,000	5,000	5	.....	.....	Schooner stranded on shoal; ran line and floated, towing into deep water.
Do.....	Gurnet (2).....	Plymouth Bar.....	Motor boat (no name).....		Provisions.....	250	10	5	.....	.....	Disabled motor boat; passengers landed and boat towed to harbor.
Do.....	Charlevoix (12).....	Off station.....	Glady's G. (motor boat).....	10		2,000		2	.....	.....	Disabled fishing boat towed into harbor.

July 25	Acushnet	Menemsha Bight, Martha's Vin- yard.	Lincoln II (motor boat).	7		1,500	2	Motor catboat stove in and sunk in 35 feet of water; raised by Acushnet, red out and repaired, and towed into Menemsha Creek.
Do	Buffalo (10)	Off station	Anna P. (motor boat).			75	2	Motor boat in collision with tug and partly filled with water; towed to shore and baled out.
Do	Cape May (5)	Cape May Point	Dream (motor boat).	9		5,000		Stranded launch; floated and towed clean.
Do	Louisville (10)	Ohio Falls	M. J. Little (motor boat).			400	2	Gasoline cruiser ashore on rocks; floated and towed to safe berth.
Do	Duluth (11)	Off station	Oneota (catboat).			100	3	Catboat in distress during squall; taken in tow to safe berth.
Do	do	Superior Channel	Banshee (sloop).			150	3	Racing sloop; rigging carried away dur- ing squall; towed to wharf.
Do	Bay Head (2)	Menemsha Bight	Lincoln II (motor boat).	7		1,500	2	Sunk on motor boat; assisted in raising and repairing.
Do	Duluth (11)	Harbor basin	Allegre (sloop).			500	3	Capized racing sloop; crew picked up, sloop righted and towed to landing.
Do	Old Chicago (12)	Basin	Canoe			16	2	Capized canoe; crew recovered.
Do	Jackson Park (12)	Off station	Rowboat			10	4	Capized boat; three occupants taken from water and brought to station.
Do	Golden Gate (13)	Near Seal Rocks	Defender (motor boat).	5		1,500	2	Woman, exhausted swimmer; taken to safety in lifeboat.
Do	Nome (13)	Snake River	Lighter	4		100	1	Stranded motor boat; hauled adrift and into deep water.
Do	do	do						Lighter anchored in surf; towing boat stranded; assisted to safety.
July 26	Acushnet	Shovelful Shoal	M. A. G. (schooner).	299	Coal	10,000	7	Schooner ashore; ran line and pulled into deep water.
Do	Monomoy Point (2)	Shovelful Rpt.	do	299	do	10,000	7	Ran lines and assisted to float schooner.
Do	do	Shovelful Rpt.	Becky (sloop).			5,000	3	Sloop ashore; ran lines and assisted to float sloop, which proceeded.
Do	City Point (2)	Off Deer Island	Alice (motor boat).			600	27	Motor boat broken down; towed to landing.
Do	Eagle Harbor (11)	Eagle River	Idler (motor boat).	2		300	3	Blown ashore in gale; hauled off and towed to Eagle Harbor.
Do	Kenosha (12)	Off station					1	Man seized with cramps while in swim- ming; rescued from drowning.
Do	do	do					1	Boy, exhausted swimmer, taken to shore.
July 27	Acushnet	Tuckernuck Is- land.	Evelyn M. Thomp- son (schooner).	57	Fish	10,000	18	Ashore on shoal. Cutter worked bar- way near enough to run line and floated schooner, towing into Nant- ucket Sound.
Do	Muskeget (2)							Assisted cutter by handling hawsers, etc.
Do	City Point (2)						1	Rescued from drowning woman who had fallen out of small boat.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914. July 27-28.	Machine.	St. Marys River	Mary Ethel (schooner).	24		\$10,000		9			Gasoline schooner broke down in heavy squall and in danger of drifting ashore; ran line and towed to safe anchorage; later towed to Sault Ste. Marie to repair.
July 27	Erle (10)	Off station.	D. & J. (motor boat).		Fish.	1,000	\$4	4			Out of fuel; picked up and towed to station pier.
Do.	Portage (11)	In canal.	Canoe.			30		2	2		Canoe capsized; two men clinging to bottom rescued and canoe saved.
Do.	Harbor Beach (11)	Off station.	Motor boat.			300		2			Motor disabled; picked up and towed to safety.
Do.	Sturgeon Bay Canal (12)	In harbor.	Algonkin (yacht).			4,000		6	6		Being driven against outer breakwater by gale; given a line and towed to safety.
Do.	Milwaukee (12)	Off Yacht Club.	Idler (sloop).			400		1			Leaking; towed to safe place.
Do.	do.	White Fish Bay	Fanthom (sloop).			250		2			Partial mottings; driven on beach; pulled off and towed to safety.
Do.	Ludington (12)	Off station.	Robert E. L. (motor boat).			200		2			Engine broken down; drifted on beach; hauled off and towed to safety.
Do.	Old Chicago (12)	Basin.	Scow.		Roofs.	7,000	112	5	5		Partial mottings; drifting on breakwater; given line and towed to safety.
July 28-31.	Seneca.	Off Cape Race.	Sable I. (steamer).	730	General.	100,000	20,000	22			Steamer drifting off coast of Newfoundland; engine disabled; picked up and towed 480 miles to Halifax for repairs.
July 28.	Cuttyhunk (2)	Off station.	Glipsey (catboat).			1,000		3			Ran aground between jetties; floated by keel.
Do.	Nome (13)	Snake River.	Wilhelmina (motor boat).	8		3,000		3			Aground in river; assisted in floating.
July 29.	City Point (2)	Off Squantum.	Prosperina (motor boat).			5,000		5			Disabled and drifting helplessly; towed to safety.
Do.	Moriches (4)	Off station.	Rowboat.			25		3	3		Adrift in heavy squall; picked up and passengers landed.

Do.....	Fort Macon (7).....	Beaufort Break- water.....	Violet Keeth (motor boat).....	.....	.....	\$1,000	.....	2	2	On rocks in heavy sea; pulled off and towed to safety.
Do.....	do.....	do.....	K. Pittman (motor boat).....	.....	.....	1,500	.....	4	4	Out of fuel; towed to port.
Do.....	Point Adams (13).....	On the bar.....	Frida (motor boat).....	.....	.....	1,000	.....	1	1	Engine disabled at sea; towed to safety.
July 30.....	Ashabula (10).....	Harbor entrance.....	Rob Roy (barge).....	341	Coal.....	4,000	\$1,800	3	3	Barge afloat and leaking; removed crew, notified owners, and assisted them; pulled off and towed to City Point.
Do.....	City Point (2).....	Long Island.....	Spray (motor boat).....	.....	.....	300	.....	3	3	Aground; pulled off and towed to City Point.
Do.....	do.....	Bay View.....	Navillus (motor boat).....	.....	.....	200	.....	.....	.....	Adrift in harbor; towed to safety.
Do.....	do.....	Cow Pasture.....	Agusta (sloop).....	.....	.....	100	.....	.....	.....	Ashore on Cow Pasture; pulled off and towed to safety.
Do.....	Manitoking (5).....	Barnegat Bay.....	Hawk (catboat).....	5	.....	600	.....	.....	.....	Parted moorings and drifted ashore; pulled off and safely anchored.
Do.....	Marblehead (10).....	Off station.....	Motor boat.....	4	Fish nets.....	180	100	3	3	In distress; towed to port.
Do.....	Harbor Beach (11).....	do.....	do.....	.....	.....	100	100	.....	.....	Grounded at station dock.
Do.....	Grande Pointe au Sable (12).....	do.....	Blackhawk (motor boat).....	9	Fish.....	600	80	3	3	Ditched; making signals of distress; towed to harbor.
July 31.....	Dunith (11).....	Bell park.....	Molly (motor boat).....	.....	.....	800	.....	3	3	Propeller fouled; towed to harbor.
July 31- Aug. 2.....	Familco.....	Neuse River.....	Charles J. Rohde (schooner).....	215	Lumber.....	6,000	6,000	13	13	Schooner on shoal; floated by towing operations of Familco after lightering part of cargo and vessel anchored in deep water.
Aug. 1.....	Manistee (12).....	Off station.....	James Jr. (motor boat).....	.....	.....	300	.....	1	1	Motor boat with engine disabled; towed into harbor.
Do.....	White River (12).....	White Lake.....	Douglas (sloop).....	.....	.....	300	.....	1	1	Sloop capsized; righted by station crew.
Do.....	Point Allerton (2).....	Rainford Island.....	Nancy (motor boat).....	15	.....	700	.....	5	5	Power sloop on rocks; floated and towed to safety.
Do.....	Fairport (10).....	Willow Beach.....	Hazel C. (motor boat).....	.....	Clothing, table- ware, etc.....	400	50	2	2	Motor fishing boat stranded on beach; floated and towed to station.
Do.....	Manomet Point (2).....	White Horse Beach.....	Molly (motor boat).....	.....	.....	500	.....	.....	.....	Power boat sunk in storm; raised by station crew and hauled on beach for repairs.
Do.....	Point Allerton (2).....	Boston Light.....	Keturah (motor boat).....	.....	.....	1,000	.....	4	4	Gasoline yawl stranded on Boston Bar; floated her.
Aug. 2.....	City Point (2).....	Head House Beach.....	M. In n a (motor boat).....	.....	.....	150	.....	6	6	Motor launch ashore; floated and towed to station.
Do.....	Gurnet (2).....	Plymouth Bay.....	Yolantha (sloop).....	.....	.....	600	.....	6	6	Sloop with pleasure party driven toward rocks in squall; anchored but continued to drag; picked up and towed clear.
Do.....	Barnegat (5).....	Barnegat Inlet.....	Hedwig (motor boat).....	7	.....	2,000	.....	4	4	Motor boat ashore; pulled off shoal.
Do.....	Forked River (5).....	do.....	Julia (motor boat).....	.....	.....	1,000	.....	2	2	Motor boat stranded; pulled off shoal.
Do.....	Island Beach (5).....	Off station.....	Hydroplane.....	.....	.....	4,000	.....	2	2	Hydroplane landed in open sea; engine trouble; towed to beach and hauled out.
Do.....	Point Allerton (2).....	Boston Light.....	Trouble (motor boat).....	.....	.....	200	.....	3	3	Motor boat drifting on rocks; engine disabled; towed to pier.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Aug. 2	City Point (2)	Rainsford Island	Motor boat			\$200		3			Motor boat drifting ashore; engine disabled; towed to wharf.
Do.	Point of Woods (4)	Nichols Point	Ouest (catboat)	3		200		3	3		Catboat, mast broken off; heaving; passengers with small children aboard; towed to safety.
Do.	Ocean City (5), Corson Inlet (5)	Off station	Deen (motor boat)			1,500		6			Motor boat in open sea with shaft broken; towed over bar and into harbor.
Do.	Charlotte (10)	Off Sea Breeze, N. Y.	Nonpareil (motor boat)			500		10	10		Motor boat with engine disabled in open sea; threatening weather; towed to station.
Do.	Old Chicago (12)	Off station	Dorothy (motor boat)			700		15	15		Motor boat with engine disabled; choppy sea; drifting on beach; towed to safety.
Do.	Two Rivers (12)	Manitowoc	Nancy (motor boat)	2		120		1	1		Motor boat taking water over rail; choppy sea; took man aboard and towed boat to station.
Do.	do.	do	Bonng (motor boat)	2		110		1	1		Motor boat taking water over rail in choppy sea and in danger of sinking; took man aboard and towed boat to station.
Do.	Pentwater (12)	Off station							1	1	Exhausted swimmer rescued; taken to station; given resuscitative treatment and put to bed.
Do.	Racine (12)	do	Jeannette N. (motor boat)	6		400					Motor boat adrift and pounding against pier; towed to safe berth.
Do.	do.	Breakwater	Motor boat	2		150					Motor boat broke moorings and drifted ashore in surf; hauled out on beach.
Do.	do.	do	Roma B. (motor boat)	5		300		4	4		Motor boat, engine disabled, pounding to pieces on breakwater; towed to safety.

Do.....	South (12).	Chicago	Calumet Harbor.....	Marende S. (motor boat).	.....	.....	300	4	Motor boat drifting ashore with passengers; engine disabled; towed to station.
Do.....	Nome (13).....	.....	Off station.....	Skiff.....	.....	.....	25	2	Two boys, age 5, drifting out mouth of Snake River in skiff; rescued.
Do.....	Two Rivers (12).....	.....	Manitowoc.....	Buzzer (motor boat).	3	.....	90	2	Engine disabled, boat leaking; towed to harbor.
Do.....	Mohawk.....	.....	North River.....	.....	.....	.....	.....	1	Exhausted swimmer carried by current, unable to reach shore; rescued on point of drowning by launch and landed.
Aug. 3	do.....	.....	do.....	.....	.....	.....	.....	1	Boy swimming taken with cramp; rescued by ship's launch and landed on shore.
Do.....	Ashtabula (10).....	.....	Ashtabula Harbor.....	Virginia D. (motor boat).	2	.....	400	1	Motor fishing boat with engine disabled; towed to dock.
Do.....	Cleveland (10).....	.....	Off station.....	Motor boat.....	8	.....	500	4	Power boat with engine disabled; towed to station.
Do.....	Milwaukee (12).....	.....	Off Erie Street.....	Irene (sloop).....	.....	.....	50	.....	Sloop parted moorings and drifted ashore; floated same and turned her over to owner.
Do.....	Cape Disappointment (13).....	.....	Columbia River Bar.....	Oregon (motor boat).	.....	.....	1,000	2	Motor fishing launch, engine disabled; at sea; towed inside harbor.
Aug. 4	Adams (13).....	.....	Casino Landing.....	Reveler (motor boat).	.....	.....	5,000	4	Stranded and pounding on rocks; hauled off and towed to safe place.
Do.....	Naragansett Pier (3).....	.....	Off station.....	Helen B. (motor boat).	.....	.....	150	2	Motor boat, engine disabled; towed to safety.
Do.....	City Point (2).....	.....	Erie Bay.....	Mapone (motor boat).	.....	.....	250	4	Motor boat, engine disabled; towed to wharf.
Do.....	Erie (10).....	.....	Off station.....	Motor boat.....	.....	.....	300	1	Disabled motor boat drifted on beach; towed to safety.
Do.....	Duluth (11).....	.....	Long Shoal Point.....	Casey Jones (sloop).....	4	.....	250	4	Sloop aground on reef; planted anchor and ran lines, floating sloop undamaged after 24 hours.
Aug. 5-6	Pamlico.....	.....	.....	.....	.....	5	.....	.....	Motor boat, engine disabled; towed to port.
Aug. 5	Daniscove Island (1).....	.....	Off station.....	Crick et (motor boat).	.....	Lobsters.....	250	.....	Sailboat ashore in fresh breeze; towed to safety.
Do.....	Erie (10).....	.....	Erie Bay.....	Catboat.....	.....	.....	50	7	Disabled motor boat drifted ashore; towed to safety.
Do.....	Duluth (11).....	.....	Near dyke.....	Motor boat.....	.....	.....	100	1	Gasoline schooner, broken shaft, anchored in dangerous position, strong tide; kedged and towed her to safety.
Do.....	Coquille River (13).....	.....	Coquille River Bar.....	Randolph (motor boat).	42	Merchandise.....	7,000	4	Gasoline schooner with barge grounded on bar; planted kedges and kept boat's head to surf, saving them from being swamped.
Do.....	Nome (13).....	.....	Snake River.....	Defender (motor boat and lighter).	5	General merchandise.....	.....	1	Motor boat, engine disabled, anchored close to shore, towed to deep water.
Do.....	do.....	.....	do.....	Gugg (motor boat).	2	.....	700	1	.....

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1914.											
Aug. 6.....	Patrol.....	Chicago Harbor.....	Eagle (motor boat).....	5.....		\$1,500.....		3.....			Motor boat drifting with shaft broken; picked up and towed to safe anchorage.
Do.....	Point Allerton (2).....	Lovells Island.....	Ditto (motor boat).....			500.....		11.....			Motor boat on beach; floated and towed to safety.
Do.....	Barnegat (5).....	Barnegat Inlet.....	Julia (motor boat).....			1,000.....		2.....			Motor boat grounded; floated.
Do.....	Fort Lauderdale (8).....	New River Sound.....	Alhure (motor boat).....	18.....		5,000.....					Floated stranded motor boat.
Do.....	Santa Rosa (9).....	Off station.....	Liberty (motor boat).....			300.....		3.....			Disabled motor boat towed to safety.
Do.....	Marblehead (10).....	do.....	Motor boat.....	4.....		160.....		3.....			Stranded scow, three persons on board from burned launch; floated and towed to safety.
Do.....	Yaquina Bay (13).....	Newport, Oreg.....	Skiff.....			10.....		1.....	1.....		Rescued man from capsized skiff.
Aug. 7.....	Woodbury.....	Portland Head.....	Bay State (steamer et.....	2,262.....	General merchandise.	200,000.....	\$50,000.....	354.....			Passenger steamer stranded; ran line and pulled on steamer, floating her; thick fog.
Do.....	Winona.....	Mobile River.....	Dory.....			10.....		1.....	1.....		Intoxicated man adrift and helpless in danger of capsizing; taken to Winona and landed on shore.
Do.....	Galveston (9).....	Off station.....	Motor boat.....			75.....		2.....			Motor boat dismasted and ashore. Towed to wharf.
Do.....	Harbor Beach (11).....	Near station boat-house.....							1.....		Rescued from drowning woman who had fallen off dock.
Do.....	Michigan City (12).....	Off station.....	Canoe.....			40.....		2.....	2.....		Rescued two men from capsized canoe.
Do.....	Sheboygan (12).....	Off Centerville.....	Motor boat.....			800.....		5.....			Disabled motor boat with passengers towed to safety.
Aug. 8.....	Isle of Shoals (1).....	Star Island.....	Twilight (motor boat).....			800.....		1.....			Motor boat broken down; towed to wharf.
Do.....	Sabine Pass (9).....	Jetty.....	E. L. Mozo (motor boat).....			3,500.....		3.....			Motor boat with engine broken down drifted on jetty; hauled off and towed to harbor.
Do.....	do.....	Off station.....	Motor boat.....			100.....		2.....			Motor boat adrift with engine disabled; towed to station.

Do.....	Santa Rosa (9).....	Pensacola Bay....	Hobo (motor boat)	.....	.....	130	.....	4	.....	Motor boat broken down with sick man on board; towed to destination.
Aug. 9.....	Morrill.....	Off Middle Sister Island.	E. A. Shores, Jr. (steamer).	.....	Coal.....	2,500	.....	12	.....	Steamer anchored in Lake Erie with main shaft broken; towed to Amherstburg.
Do.....	Jackson Park (12).....	Off station.....	Spray (motor boat)	.....	.....	100	.....	3	.....	Disabled motor boat towed to station.
Do.....	Michigan City (12).....	do.....	Minnie L. (motor boat).	.....	.....	150	.....	.....	.....	Broken down motor boat pounding on beach; hauled off and towed to station.
Do.....	Bois Blanc (11).....	Dudley Bay, Les Cheneaux Island.	Motor boat.....	.....	.....	150	.....	.....	.....	Searched for and found lost motor boat.
Do.....	Hammond (11).....	Station Breakwater.	Irish Girl (motor boat).	.....	10	800	.....	3	.....	Towed broken down motor boat to harbor.
Do.....	do.....	Off R o b a r g e s Fishery.	Saliboat.....	.....	15	50	.....	12	.....	Towed disabled sailboat into harbor.
Do.....	Hereford Inlet (5).....	Near bar.....	Dante (motor boat).	.....	.....	800	.....	10	.....	Broken down motor boat towed to harbor.
Do.....	Zachs Inlet (4).....	Off station.....	Pedoulin II (motor boat).	.....	.....	4,000	.....	4	.....	Broken down motor boat towed to safety.
Do.....	City Point (2).....	do.....	Vagrant (schooner)	.....	.....	5,000	.....	6	.....	Towed drifting schooner to safe berth. Picked up broken down motor boat in fog and towed to safety.
Do.....	Gurnet (2).....	Cape Cod Bay.....	Magnolia (motor boat).	.....	.....	500	.....	4	4	Motor boat foundered in lake; crew rescued and brought to station.
Do.....	Cleveland (10).....	Off station.....	Annev (motor boat).	.....	.....	200	.....	.....	.....	Hauled motor boat off beach and towed into harbor.
Do.....	Point Lookout (4).....	Meadow Island.....	Woodcleft (motor boat).	.....	.....	800	.....	16	.....	Power yacht broken down; towed into Greenvort, N. Y.
Do.....	Rocky Point (4).....	Long Island Sound.	Helen III (motor boat).	.....	15	5,000	.....	5	.....	Towed broken down motor boat to dock.
Do.....	South Haven (12).....	Off station.....	Arpahoe (motor boat).	.....	19	2,500	.....	22	.....	Hauled sloop yacht off beach.
Do.....	Jackson Park (12).....	do.....	M a v o u r n e e n (sloop).	.....	.....	2,000	.....	5	.....	Four exhausted men rescued from sinking launch; took men and boat to station.
Do.....	Old Chicago (12).....	do.....	Sill (motor boat).	.....	.....	500	.....	4	4	Ran anchors and floated stranded steamer.
Aug. 10.....	Tawas (11).....	Tawas Bay.....	Fremont (steamer)	.....	90	5,000	.....	7	.....	Schooner ran ashore while entering harbor; ran line and towed clear and to deep water.
Do.....	Algonquin.....	San Juan, P. R.....	Van Lear Black (schooner).	.....	Lumber.....	12,000	.....	9,000	.....	Rescued small boy from skiff which he was unable to handle.
Do.....	Sandy Point (3).....	Cow Cove, Block Island, R. I.	Skiff.....	.....	.....	25	.....	1	1	Towed disabled power yacht to destination.
Do.....	Watch Hill (3).....	Watch Hill.....	K a s a g i (motor boat).	.....	25	3,000	.....	5	.....	Towed broken-down motor boat to safety.
Do.....	Fourth Cliff (2).....	North River, off station.	Imbomar (motor boat).	.....	2	350	.....	9	.....	Broken-down launch in rough sea towed to dock.
Do.....	Marblehead (10).....	Off station.....	Genevieve (motor boat).	.....	1	250	.....	3	.....	Small power boat unable to make headway against wind and sea towed to dock.
Do.....	Plum Island (12).....	do.....	Dolphin (motor boat).	.....	.....	250	.....	3	.....

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914											
Aug. 10.....	Michigan City (12).	Off station.....	Rebel (sloop).....			\$400		2			Sloop, which had lost sail towed to harbor.
Do.....	Nome (13).....	Snake River.....	Defiance (motor boat).....	7		4,000		2			Hauled stranded schooner off bar in channel.
Do.....	do.....	do.....	Wilhelmina (motor boat).....	8		3,000		2			Hauled stranded schooner off bar in channel.
Do.....	do.....	do.....	Dory.....			75		1	1	1	Occupant thrown out by big sea striking boat; hauled out of water in exhausted condition; taken to station, given stimulants, and put to bed.
Do.....	do.....	do.....	Dory.....								Towed disabled motor boat to wharf.
Do.....	Point Adams (13)	Fort Stevens	Helen (motor boat)			700		3			Recovered steamer's shift adrift.
Aug. 11.....	Orleans (2).....	Off station.....	Dory.....			20		4			Towed in rowboat drifting offshore.
Do.....	Manomet Point (2)	White Horse	Rowboat.....			15		2			Rescued two boys offshore in disabled rowboat.
Do.....	Point of Woods (4)	Off East Island.....	do.....			20		2			Rescued two men clinging to capsized dory.
Do.....	do.....	Midchannel.....	Dory.....			50		2	2		Hauled stranded motor boat off beach.
Do.....	Fort Lauderdale (8)	New River Inlet.....	Thelma (motor boat).....	4		700		2			Rescued two men, exhausted swimmers, one having gone to the assistance of the other; one given restorative treatment.
Do.....	Ashtabula (10).....	Off station.....	do.....						2		Towed dragging yacht to safe anchorage.
Do.....	Lake View Beach (11).....	Gratiot Beach.....	Seminole (yaw).....	5		300		3			Towed disabled motor boat to anchorage.
Aug. 12.....	Brant Rock (2).....	Off station.....	Dutch (motor boat).....			600		2			Towed disabled motor boat to anchorage.
Do.....	City Point (2).....	Wards Island.....	Crisma (motor boat).....			800		4			Towed broken-down motor boat to dock.
Do.....	Seabright (5).....	Highlands, N. J.....	Marquise (catboat).....			200		2		2	Hauled catboat which had filled in surf up onto beach.

Do.	Core Bank (7).	Drum Shoal.	Leola B. Gaskill (motor boat).	35		3,500	13		Vessel stranded; hove into deep water.
Do.	Old Chicago (12).	Off station.	Nautilus (sloop).			700	2		Hauled stranded sloop off beach.
Aug. 13.	Fourth Cliff (2).	Off North River.	Motor boat.	14		300	5		Towed broken-down motor boat to mooring.
Do.	Gloucester (2).	Off station.	Bryda F. (motor boat).	14		1,500	4		Towed broken-down fishing craft to port.
Aug. 14.	Morill.	Cheneaux Islands.	Belle of Epoufette (schooner).	19½	Cord wood.	200	\$14		Stranded schooner towed clear to deep water.
Do.	Corson Inlet (5).	Off station.	Junior B. II (motor boat).	5		1,500	9	9	Disabled, stranded; hauled to safety and repaired.
Do.	Marquette (11).	Off Chocklay River.	Las Vegas (motor boat).	14	Towing logs.	275	100	1	Towed disabled launch and raft of logs into harbor.
Do.	Duluth (11).	Boat Club.	Motor boat.			300	1		Released stranded motor boat.
Do.	Thunder Bay.	Off station.	Mary C. (motor boat).			500	2		Towed broken-down motor boat to station.
Do.	Eagle Harbor (11).	Grand Marais Bay.	Dorothy K. (motor boat).	3		500	3		Towed disabled and drifting motor boat to station.
Do.	Michigan City (12).	Off station.	Nymph (sloop).			800	4	1	Towed disabled yacht to station.
Do.	Golden Gate (13).	Seal Rocks.						1	Man, exhausted swimmer, hanging to rocks; rescued, taken to station, and made comfortable.
Aug. 15.	Monomy (2).	Chatham Bay.	Sunbeam (motor boat).			500	5		Towed broken-down motor boat to destination.
Do.	Newburyport (2).	Plum Island.	Bonita (motor boat).			1,000	4		Disabled motor boat towed to anchorage.
Do.	City Point (2).	Thompsons Island.	Mildred (motor boat).			1,000	7		Towed disabled motor boat to harbor.
Do.	Forge River (4).	Off station.	Bonita (motor boat).	7		1,000	4		Kedged stranded launch off beach.
Do.	Hereford Inlet (5).	do.	Motor boat.			700	3		Broken-down motor boat towed to mooring.
Do.	Louisville (10).	do.						1	Rescued man who was attempting to drown himself; took him to station, dried his clothing, and sent him to hospital.
Do.	Marble head (10).	do.	Cal (sloop).	1		70	2		Disabled and drifting sloop towed to harbor.
Aug. 16.	Gloucester (2).	Squam River.	Rival (motor boat).			700	7		Disabled motor boat towed to harbor.
Do.	Moriches (4).	Off station.	Catboat.	3		150			Stolen and foundered sailboat bailed out, towed to station, and returned to owner.
Do.	Blue Point (4).	Off Patchogue.	Dreadnaught (motor boat).			200	1		Disabled motor boat towed to safety.
Do.	Cobb Island (6).	Off station.	John B. Robins (schooner).	19	Coal.	2,000	240	3	Stranded schooner floated and hauled to wharf.
Do.	Oswego (10).	do.	Motor boat.			200	2		Stranded motor boat towed clear, into harbor.
Do.	Marblehead (10).	do.	Dixie (motor boat).			300	5		Disabled motor boat towed to port.
Do.	Milwaukee (12).	McKinley Beach.	Spray (sloop).	2		175			Sloop dragged ashore in squall floated and towed to anchorage.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Aug. 16.	Milwaukee (12).	McKinley Beach.	Caroline (motor boat).			\$1,000					Launch drifted onto sea wall released and towed to safe berth.
Do.	do.	do.	Bachelor (motor boat).			800					Drifted against sea wall; towed to safety.
Do.	Pentwater (12).	Off Kings Canyon.	Lucille (motor boat).			350		8			Broken-down motorboat; towed to port.
Do.	Milwaukee (12).	McKinley Beach.	Idler (sloop).			400					Driven ashore in squall; floated and towed to safe berth.
Do.	Charlevoix (12).	Off station.	Canoe.			30		2	2		Capsize canoe; occupants rescued and men and canoe landed.
Do.	South Haven (12).	At pier.							1		Pulled to safety exhausted swimmer; man clinging to pier.
Aug. 17.	Gurnet (2).	Off station.	Star (sloop).			50		1			Disabled sloop; taken into harbor.
Do.	Gloucester (2).	do.	Sloop.			200		2			Disabled sloop; taken in tow to harbor.
Do.	Atlantic City (5).	On beach.	Anone (motor boat).	3	Fish.	3,300		2			Motorboat stranded; towed off and into harbor.
Do.	Forked River (5).	Ledge Islands.	Belmar (houseboat).			1,000					Houseboat dragged ashore; floated and towed to safe anchorage.
Do.	Portage (11).	Off station.	Scow.			4,000		11	11		Repair scow with crew in danger of wreck in squall; towed to harbor.
Do.	Plum Island (12).	Detroit Harbor.	Thistle (steamer).	49		5,000		8			Steamer ashore on rocks; towed clear.
Do.	Nome (13).	Off station.	Challenge (motor boat).	39	Gasoline.	5,000	\$300				Drifting on calisson and in danger of wreck; towed clear and anchored safely.
Do.	do.	do.	Augusta C (motor boat).	14		2,750		2	2		Disabled motor boat in danger of dragging on beach; towed to safety.
Aug. 18.	Sea Isle City (5).	do.	Sloop.			100		4			Stranded yacht; towed off beach.
Do.	Two Rivers (12).	do.	Lone Star (sailboat).			1,500		2	2		Capsize sailboat; 2 boys rescued and landed.
Do.	Racine (12).	Wind Point.	Racine (motor boat).	6		600		4			Broken-down motor boat adrift; towed in.
Do.	Evanston (12).	Off station.	Motor boat.			125		2			Stranded and disabled motor boat; towed to station and repaired.

Aug. 11-18.	Bear	Wainwright Inlet, Alaska.	C. S. Holmes (schooner).	376	General merchandise.	10,000	10,000	15		Schooner stranded on shoal; floated by Bear's anchor laid out by crew and hauled into deep water.
Aug. 18.	White River (12).	Off station.	Freebooter (sloop)			400		2	1	Disabled sloop; towed to harbor.
Do.	Yaquina Bay (13).	Near boathouse.								Rescued from drowning boy who had fallen out of small boat.
Do.	Nome (18).	Snake River.	Immaculate (motor boat).	5		1,500		6		Motor boat stranded; hauled off and on mooring.
Aug. 19.	Gloucester (2).	Gloucester Harbor.	Wisnoe (steamer).	46		10,000		3	3	To fire; towed to Fresh Water Cove and assisted in extinguishing flames.
Do.	Gurnet (2).	Cape Cod Bay.	Motor boat.		Lobsters.	600	10	2		Disabled fishing boat; towed to harbor.
Do.	Atlantic City (6).	Inlet.	Grace (motor boat)			200		3		Disabled launch; towed to shelter.
Do.	Marblehead (10).	Off station.	Motor boat.	1		125		2		Disabled motor boat adrift; taken to station for repairs.
Do.	Rachne (12).	do.	Damtleess (sloop).	14		75				Waterlogged sloop adrift in track of beaching; bailed and towed to Aground on shoal; floated and towed to Vineyard Haven.
Aug. 20.	Acushnet.	Squash Meadow Shoal, Nantucket.	Barnook (schooner, British).	199	Lumber.	10,000	11,600	6		Stranded sailboat; towed clear to harbor.
Do.	Toms River (5).	Pelican Island.	Wasp (sailboat).			180		1		Disabled launch adrift; towed to safety.
Aug. 21.	City Point (2).	Pleasure Bay.	Adeline (motor boat).			2,000		1		Stranded yacht; floated.
Do.	Atlantic City (6).	Clam Creek.	Achelous (motor boat).	43		20,000		3		Fishing tug with broken shaft; picked up in lake and towed to harbor.
Do.	Tawas (11).	Off station.	Willie (motor boat)	10	Fish and nets	500	200	7	2	Capsize racing shell; crew rescued and shell towed to landing.
Do.	Duluth (11).	Bay boathouse.	Racing shell.			150		5		Disabled steamer; towed to harbor.
Do.	South Manitou Island, Sleeping Bear Point (12).	Off station.	City of New Baltimore (steamer).	111		5,000				Stranded sloop; towed to deep water.
Do.	White River (12).	Long Point, White Lake.	Mavourneen (sloop).	8		5,000		11		Disabled launch adrift; towed to harbor.
Do.	Pentwater (12).	Off station.	Lamonia (motor boat).			250		4		Motor boat stranded on rocks; hauled off.
Aug. 22.	Portsmouth Harbor (1).	Monkey Rock.	Alice (motor boat)			550		3		Towboat aground; hauled clear to deep water.
Do.	Familco.	Neuse River.	Columbia (steamer).	84		25,000		9		Caught in Arctic ice pack, propeller bent; Bear worked into ice and crew straightened propeller and vessel proceeded.
Do.	Bear.	Point Barrow.	King & Wings (motor boat).	40	General.	25,000	60,000	13		Stranded yacht; hauled into deep water.
Do.	City Point (2).	Off station.	Vagrant (schooner).			5,000		5		Disabled motor boat; towed to landing.
Do.	Fort Macon (7).	Beaufort Inlet.	Motor boat.			400		1		Stranded sloop; towed clear to harbor.
Do.	White River (12).	White Lake.	Mavourneen (sloop).	8		5,000		8		Rescued a swimmer seized with cramps while racing.
Do.	Old Chicago (12).	Off station.							1	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Aug. 22.	South Chicago (12).	Off Calumet Harbor.	Motor boat.			\$500		2			Disabled motor boat; towed to station and repaired by station force.
Do.	South Haven (12).	Off station.	Rosebud (motor boat).	4		150		4			Disabled motor boat; towed to station.
Do.	Charlevoix (12).	do.	Canoe.			30		1	1	1	Canoe capsized; occupant rescued and taken to station.
Do.	Nome (13).	Snake River.	Out-door Life (motor boat).	5	Gasoline.	1,500	\$15	1			Motor boat stranded; hauled clear.
Aug. 23.	Quoddy Head (1).	Off station.	Bonnie (motor boat).	15		1,000		5			Disabled motor boat; towed to harbor.
Do.	Newburyport, Hampton Beach (2).	Great Boars Head, N. H.	E. L. Wilson (steamer).		Seine and junk.	800	200	2			Disabled steamer at anchor near rocky beach; towed clear and into port.
Do.	Cuttyhunk (2).	Off station.	Momo (sloop).			1,000		2			Hauled sloop yacht off rocks.
Do.	City Point (2).	Head House Beach.	Grace (motor boat).			200					Hauled stranded launch off beach.
Do.	do.	do.	Impregna (sloop).			500		4			Stranded sloop released and towed to mooring.
Do.	do.	do.	Rosemary (motor boat).			350		6			Disabled motor boat towed to landing.
Do.	Old Harbor (2).	Nausett Beach.	Salboat.			40		5			Sailing boat stranded on beach; took party off and recovered boat.
Do.	Sandy Hook (5); Spermaced Cove (6).	Off station.	Chic (motor boat).	6		1,400		3			Released stranded motor boat and towed to safe place.
Do.	Little Egg (5).	Low Island Shoal.	Lighter.		Lumber.	200	800	2			Hauled stranded lighter off beach.
Do.	Brazos (9).	Madre Island.	Emily F. Wright, (schooner).		Ammunition, etc.			11	10	11	Wrecked on Mexican coast 140 miles south; crew picked up along coast in famished condition; taken to station and given food, etc.
Do.	Sabine Pass (9).	Off station.	Barge.			1,500					Stranded barge floated into deep water.
Do.	Cleveland (10).	do.	Rowboat.			40		1	1		Boat swamped; boatman rescued from jetty and boat recovered.

Assistances rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Aug. 26	Blue Point (4)	Great South Bay	Elizabeth (motor boat)			\$1,500		2			Disabled motor boat adrift; towed to berth.
Do.	Durants (7)	Oyster Point	Motor boat			200		2			Disabled motor boat towed to safety.
Aug. 27	Patrol	Chicago Breakwater	Nomad/schooner	15		2,000		4	4		Driven by sea on breakwater, unable to make headway; towed to safety.
Do.	Monmouth Beach (5)	Off station	Beatrice (motor boat)			400		4			Stranded and filled with water; bailed out and hauled on beach.
Do.	Michigan City (12)	do.	Lulu F. (motor boat)			300		1			Disabled motor boat towed to safety.
Aug. 28	Burnt Island (1)	do.	Motor boat			300		2	2		Power sloop anchored near rocks and dragging; towed to safety.
Do.	Isles of Shoals (1)	White Island Light	Stranger (motor boat)		Fish	300		2			Disabled motor boat towed to shelter.
Do.	Gloucester (2)	Off station	Sloop			125					Sloop broke from moorings and stranded; secured in safe place.
Do.	do.	do.	Annie Lee (motor boat)			175		4			Disabled motor boat towed to wharf.
Do.	Buffalo (10)	do.	Racing boat			30		1	1		Rescued man from capsized boat.
Do.	Nome (13)	Snake River	New Jersey (motor boat)	9		3,000		4			Freed stranded schooner and towed to safety.
Aug. 29	Gloucester (2)	Off station	Motor boat			800		2			Disabled fishing schooner, engine broken down; towed to safety.
Do.	Great Egg (5)	Thorofare	Rutherford (motor boat)			500		6			Stranded motor boat floated to safety.
Do.	Assateague Beach (6)	Off station	Motor boat			350		14			Disabled motor boat towed to safety.
Do.	Marblehead (10)	do.	Evelyn Alice (motor boat)	4		600		2			Disabled motor boat towed to shelter.
Do.	Ashabula (10)	Breakwater	Lenora A. (motor boat)	2	Fish	600	\$50	3			Disabled motor boat towed to harbor.
Do.	Harbor Beach (11)	Off station	Motor boat		Fish and nets	250	50	2			Do.
Do.	Patrol	Lake front, Chicago	Wilmar (motor boat)			600		2			Disabled motor boat adrift; picked up and towed to mooring.

Aug. 30.....	Gloucester (2).....	Gloucester Harbor.....	Motor boat.....				100.....	1.....	Towed disabled motor boat to station and repaired it.
Do.....	Do.....	Dog Bar Breakwater.....	Ruth (motor boat).....				150.....	5.....	Disabled motor boat towed to wharf.
Do.....	Point Lookout (4).....	Meadow Island.....	Mary Ann (sail boat).....				100.....	4.....	Sailing party becalmed offshore during night; picked up and towed to wharf.
Do.....	Lorain (10).....	Red Light.....	Sloop.....				50.....	2.....	Capsize sloop; occupants rescued and sloop righted and towed inside.
Do.....	Louisville (10).....	Kentucky, chute of Falls.....	Skiff.....				8.....	3.....	Skiff carried into chute and in danger of swamping; towed to safety.
Do.....	Harbor Beach (11).....	Breakwater.....	do.....				35.....	2.....	Skiff with 2 women carried into beach on breakwater; towed to landing.
Do.....	do.....	Off station.....	Catboat.....				30.....	2.....	Disasted sailboat drifting into lake; picked up and towed to station.
Do.....	Fort Lauderdale (8).....	New River Sound.....	Roseburg (motor boat).....	5.....			1,000.....	1.....	Stranded motor boat hauled clear.
Do.....	Sandy Hook (5).....	Off station.....	Centin (motor boat).....	10.....			3,500.....	56.....	Fishing launch stranded; floated and towed to harbor; passengers landed.
Do.....	Ludington (12).....	Hamilin River.....	Ida May (motor boat).....	5.....			500.....	4.....	Disabled launch adrift; towed to harbor.
Do.....	Michigan City (12).....	Off station.....	Minnie L. (motor boat).....				150.....	7.....	Disabled motor boat towed to safe berth.
Do.....	Grays Harbor (13).....	do.....	Sea Bird (motor boat).....	6.....			1,000.....	9.....	Motor boat swamped on bar recovered and towed. Attempted to resuscitate drowned man.
Do.....	Point Bonita (13).....	Point Bonita Light.....	Angelo Pacheco (motor boat).....	4.....			1,000.....	6.....	Disabled motor boat towed to harbor.
Aug. 31.....	Scout.....	Point Defiance.....	Sonoma (motor boat).....				800.....	7.....	Disabled motor boat adrift; towed to Tacoma.
Do.....	Whitehead (1).....	Off station.....	Motor boat.....				400.....	2.....	Disabled motor boat towed into port.
Do.....	Brentons Point (3).....	do.....	Dessie (motor boat).....				1,000.....	4.....	Disabled motor boat drifting on reef; towed to harbor.
Do.....	Gurnet (2).....	Plymouth Bay.....	Motor boat.....				150.....	2.....	Broken down motor boat towed to port.
Do.....	Manistee (12).....	Off station.....	Chile Con Carne (motor boat).....				600.....	2.....	Disabled motor boat towed to station and assisted to repair engine.
Sept. 1.....	Old Chicago (12).....	do.....	City of Chicago (steamer).....	1,439.....	Fruit.....	150,000.....	11,000.....	135.....	On fire; took off women and children; assisted in extinguishing fire; dressed wounds of 4 of crew cut by glass.
Do.....	Fourth Cliff (2).....	do.....	Motor boat.....	14.....			300.....	3.....	Disabled motor boat towed to safety.
Do.....	do.....	North River.....	do.....	1.....			100.....	2.....	Do.
Do.....	Hittler Plain (4).....	1/4 mile from station.....	do.....				600.....	1.....	Ashore, planking damaged; made temporary repairs; after considerable effort, succeeded in floating and towed to Fort Pond Bay.
Do.....	Grand Haven (12).....	Highland Park.....	Echo (motor boat).....	6.....			100.....	1.....	Stranded motor boat rescued from surf and towed to safety.
Do.....	Nome (13).....	On beach.....	Sesnon No. 5 (barge).....	58.....			3,750.....		Assisted in saving stranded barge from probable destruction.
Do.....	do.....	do.....	Sesnon No. 23 (barge).....	39.....			3,200.....		Do.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Sept. 1.	Nome (13).	On beach.	Sesnon No. 6 (bargo).	41		\$3,750					Assisted in saving stranded barge from probable destruction.
Sept. 2.	Arcata.	Port Townsend Bay, Wash.	Cuzco (steamer Nor.).	3,042	General.	160,000	\$15,000	40			Ran line and pulled on stranded steamer floating her into deep water.
Do.	Mackinac.	St. Marys River.	Patrick Newton (skiff).			10		1	1		Intoxicated man rescued from small skiff in danger of swamping, and landed ashore.
Do.	Thunder Bay Island (11).	Off station.	Rabbitsfoot (motor boat).			1,000		3		3	Disabled launch rescued from danger and towed to station.
Do.	Jackson Park (12).	do.	Ruby H. (motor boat).			200		1			Disabled launch rescued from danger and towed to safe harbor.
Do.	Nome (13).	On beach.	Sesnon No. 23 (bargo).	39		3,200					Barge adrift, menace to shipping, assisted to secure.
Do.	Burnt Island (1).	Off station.	Motor boat.			200		1			Disabled launch towed to safety.
Sept. 3.	Morrill.	Niagara River.	Ankie Deep (hydroplane).			15,000		2			Anke, gasoline burning, explosion threatened; fire extinguished by Morrill's boats.
Do.	Arcata.	Puget Sound.	Catherine (motor boat).	7		1,000		2			Disabled schooner adrift in tide rips, towed to safety.
Do.	Point Allerton (2).	Pemberton.	Hello (motor boat).			500		2	1		Disabled launch towed to safety.
Do.	Surside (2).	Bathing beach.									Surfman swam to bather, a woman, who went beyond her depth, and brought her to safety after she had gone down twice.
Do.	Fort Macon (7).	Inlet.	Annie (motor boat).			0		5			Launch out of fuel; furnished fuel and towed short distance.
Do.	Harbor Beach (11).	Off station.	Pile driver.			1,000					Pile driver seeking shelter, assisted in towing to safe anchorage.
Do.	Duluth (11).	Ball park.	North Butte (motor boat).			1,500		1			Disabled launch towed to shelter.
Sept. 4.	Fourth Cliff (2).	North River.	Motor boat.	14		150		1			Disabled launch towed to harbor.

Sept. 5.	Newburyport (2).	Plum Island Breakwater. Off station.	do.			\$450	2	Stranded auxiliary yacht floated and towed in.
Do.	Long Beach (4).	Off station.	Lottie H (motor boat).			300	3	Assisted to remove engine and gear from stranded launch; hull total loss.
Do.	Hereford Inlet (5).	Hereford Bar.	Betsy Ross (motor boat).	6		1,000	3	Assisted in floating stranded motor boat.
Do.	do.	do.	Stella (motor boat).	12		1,000	17	Transferred passengers from stranded launch; ran keel, floated with tide. Sloop adrift from mooring with sail set; towed to safety.
Do.	White River (12).	White Lake.	Onawa II (sloop).			00		Disabled motor boat towed to harbor.
Do.	St. Joseph (12).	Off station.	Norma (motor boat).	11		2,500	3	Disabled motor boat towed in and repairs made.
Do.	Frankfort (12).	do.	Gwa-go-II (motor boat).	11	Fruit.	1,100	2	Disabled motor boat towed to harbor.
Do.	St. Joseph (12).	do.	Alfonse (motor boat).			1,800	5	
Do.	Michigan City (12).	do.	St. Clair (sloop).			800	4	Disabled yacht towed to station.
Do.	Nome (13).	Snake River Bar.	Out-door-life (motor boat).	5		1,500		Floated stranded motor boat.
Sept. 6.	Portsmouth Harbor (1).	Off station.	Rowboat.			15	2	Rescued 2 men from capsized sailboat, righted boat.
Do.	Point Allerton (2).	False Spit.	Norma (motor boat).			250	9	Floated stranded motor boat.
Do.	Point of Woods (4).	Wallas Middle Ground.	Doris (motor boat).	5		4,000	6	Stranded auxiliary yacht floated.
Do.	City Point (2).	Off station.	Skiff.				5	
Do.	Lorain (10).	do.	Carl S (motor boat).			1,700	7	Skiff swamped; 2 lives saved, others aided.
Do.	Hammond (11).	Ocqueoc River.	Marie (motor boat).	6		400	2	Disabled motor boat towed to harbor.
Do.	St. Joseph (12).	Off station.	Josephine (sloop).			2,000	6	Floated stranded sloop yacht.
Do.	do.	do.	Natante (schooner).	15		2,500	6	Yacht, sails and spars damaged; towed in.
Do.	do.	River side.	Leda (sloop).			3,000	9	Yacht stranded and pounding against pier; saved from destruction.
Sept. 7.	Manhattan.	Upper East River.	Wanderer (motor boat).			1,000	10	Disabled motor boat adrift and shipping seas; towed to harbor at Classen Point.
Do.	Point Allerton (2).	Boston Light.	Nancy B (schooner).			500	6	Schooner in distress; towed to station.
Do.	do.	Toddy Rocks.	Bohemian (motor boat).			700	2	Motor boat in trouble; towed to pier.
Do.	Quoddy Head (1).	Off station.	Sawyer Bros. (schooner).	347	Coal.	16,000	5	Assisted tug to extricate schooner from dangerous position near ledges.
Do.	Point Allerton (2).	Near Hull.	Proserpina (motor boat).			2,500	7	Yacht in distress; towed to pier.
Do.	do.	Peddocks Island.	Dewey (catboat).			1,000	6	Catboat towed clear of rocky shore.
Do.	City Point (2).	Thompsons Island.	Bronka (motor boat).			150	2	Floated and towed stranded motor boat to moorings.
Do.	do.	Castle Island.	Nahad (sloop).			500	7	Sloop, sail blown away; towed to safety.
Do.	do.	Spectacle Island.	Harriet C. (motor boat).			3,000	13	Disabled motor boat; towed to anchorage.
Do.	do.	do.	Falchion (sloop).			300	5	Disabled sloop; towed to anchorage.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Sept. 7.....	City Point (2).....	Thompsons Island	Reno (motor boat).			\$900		3	3		Disabled motor boat; towed to safety from gale.
Do.....	do.....	Spectacle Island...	Molly L. (motor boat).			350		5			Motor boat stranded and with motor trouble; floated and towed to anchorage.
Do.....	do.....	Long Island Head.	Sloop.....			200					Stranded sloop; floated and towed to berth.
Do.....	do.....	Long Island.....	Connie Mack (motor boat).			500		13	13		Leaking launch; towed to harbor.
Do.....	do.....	Spectacle Island...	Eddie A. (motor boat).			600		6			Disabled launch; towed to anchorage.
Do.....	do.....	Off Squantum...	Oseola (sloop)....			1,000		12			Sloop disabled in gale; towed to mooring.
Do.....	do.....	Off station.....	Gadfly (sloop)....			1,400		2			Sloop dismasted; cleared wreckage and towed to harbor.
Do.....	do.....	Thompsons Island	Yawl.....			1,000		5			Yawl, sails blown away; towed to harbor.
Do.....	do.....	do.....	Orion (motor boat)			1,000		7			Launch stranded and disabled; towed to harbor.
Do.....	do.....	do.....	John B. (sloop)....			600		6			Sloop stranded, with sails gone; towed in.
Do.....	do.....	Wards Island.....	Sparrowhawk (yaw). Mori (motor boat).			1,000		8			Yawl with sails blown out; towed to harbor.
Do.....	do.....	Off Saltaire.....	Oseetah (yaw)....	20		2,000		10			Floated stranded power yacht.
Do.....	do.....	Point of Woods (4).	Cyrene (motor boat).	5		600		2			Floated stranded yacht.
Do.....	do.....	Off Shrewsbury Channel.	Pansy (motor boat).			200		2			Removed engine and gear from abandoned hull.
Do.....	do.....	Galveston (9)....	Motor boat.....			1,000		12			Disabled launch towed to pier.
Do.....	do.....	do.....	Sultana (motor boat).			500		2			Launch stranded and engine trouble; towed to pier.
Do.....	do.....	Off station.....		2		1,000		4			Launch with engine trouble; towed to pier.

Do.....	Duluth (11).....	Basin.....	Motor boat.....	.....	.....	250	1	.....	Launch with engine trouble; towed to destination.
Do.....	Jackson Park (12).....	Off station.....	do.....	.....	.....	400	7	.....	Launch with engine trouble; towed to harbor.
Do.....	Point Adams (13).....	Clatsop Bay.....	do.....	.....	.....	75	1	.....	Disabled launch; towed to shore.
Sept. 8.....	Burnt Island (1).....	Off station.....	Alaska (schooner).....	173	Coal.....	3,000	3	.....	Schooner in distress; assisted in working her to anchorage and making repairs.
Do.....	City Point (2).....	Princess Head.....	Dawble (catboat).....	.....	.....	100	7	.....	All night in gale; taken to land.
Do.....	Newburyport (2).....	Off Plum Island.....	Motor boat.....	.....	.....	250	2	.....	Disabled motor boat adrift; towed to safety.
Do.....	Plum Island (2).....	North Shoal.....	Unknown (motor boat).....	.....	.....	500	3	.....	Beached to prevent sinking; hauled off, pumped dry and towed to safety.
Do.....	Gurnet (2).....	Off station.....	Lucy Jane (motor boat).....	.....	.....	200	.....	.....	Drifting, partly submerged; towed in, hauled out, and returned to owners.
Do.....	City Point (2).....	Long Island.....	Winnie (sloop).....	.....	.....	500	.....	.....	Sloop dismantled and abandoned; towed to safety.
Do.....	Point Allerton (2).....	Toddy Rocks.....	Whitfred (motor boat).....	.....	.....	700	2	.....	Anchored and disabled; towed to safety.
Do.....	City Point (2).....	Squantum.....	Bohemia (sloop).....	.....	.....	300	6	.....	Rudder broken; towed to safe anchorage.
Do.....	do.....	Cow pasture.....	Sentinel (sloop).....	.....	.....	750	2	.....	Rudder broken; towed to safety.
Do.....	do.....	do.....	Columbia (sloop).....	.....	.....	500	1	.....	Boom broken; towed to safety.
Do.....	Bonds (5).....	High Bar.....	Jeanette (motor boat).....	18	.....	3,000	19	.....	Stranded motor boat; hauled to deep water.
Do.....	Spermaceti Cove (5).....	Off Shrewsbury River.....	Nellie (motor boat).....	.....	.....	500	4	.....	Stranded; floated and towed to safe anchorage.
Do.....	Charlotte (10).....	Point Lyons.....	Ionets (motor boat).....	.....	.....	1,000	5	.....	Disabled and adrift; towed to safety.
Do.....	Baileys Harbor (12).....	Off station.....	Alena (motor boat).....	.....	.....	600	1	.....	Do.
Do.....	White River (12).....	do.....	Motor boat.....	.....	.....	150	1	.....	Floated and towed stranded launch to safety.
Sept. 9.....	City Point (2).....	Long Island.....	R. L. Tay (schooner).....	152	Lumber.....	.....	6	6	Sunk after collision; crew rescued all hands and succeeded.
Do.....	Jackson Park (12).....	Off station.....	Harriet M. (motor boat).....	.....	.....	500	1	.....	Adrift without fuel; towed to harbor.
Sept. 10.....	Guard.....	Lopez Island.....	Ione Smith (sloop).....	.....	.....	400	1	1	Sloop, anchor lost, holding on kelp to keep from being driven on rocks; found by guard and towed to Friday Harbor.
Do.....	City Point (2).....	Off station.....	Norcia (motor boat).....	.....	.....	500	3	3	Rescued 3 from burning launch, extinguished fire, and towed to station.
Do.....	Point Allerton (2).....	Pemberton.....	Zweana (motor boat).....	.....	.....	500	3	.....	At anchor, disabled; towed to safety.
Do.....	Cleveland (10).....	Off station.....	Phillish (motor boat).....	5	.....	600	2	.....	Fuel exhausted; towed to safety.
Do.....	Old Chicago (12).....	do.....	Bernice (motor boat).....	.....	Fish nets.....	250	2	.....	Disabled fishing launch; towed to dock.
Sept. 11.....	Isles of Shoals (1).....	do.....	Kittiwake (motor boat).....	.....	.....	200	2	.....	Disabled engine; towed to safe place.
Do.....	White Head (1).....	Andrews Island.....	Myrtle (motor boat).....	.....	Lobsters.....	400	12	1	Engine disabled; towed to safe place.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Sept. 12.....	Gurnet (2).....	Plymouth Bay.....	Motor boat.....	.....	Lobsters.....	\$500	\$12	1	.....	.....	Disabled and adrift; towed to safe place.
Do.....	Little Egg (5).....	On sand bar.....	Ojus (motor boat).....	.....	.....	600	.....	6	.....	6	Stranded; took occupants ashore and floated vessel.
Do.....	Jackson Park (12).....	Off station.....	Chloris (sloop).....	.....	.....	800	.....	7	.....	.....	Aground on sand bar; floated and towed to mooring.
Do.....	Old Chicago (12).....	In basin.....	Michigan (sloop).....	10	.....	6,000	.....	.....	.....	.....	Adrift from mooring and stranded; hauled off and towed to safety.
Sept. 13.....	Cuttyhunk (2).....	At station wharf.....	.....	.....	.....	.....	.....	.....	1	.....	Pulled to safety small boy who had fallen into water between wharf and lifeboat.
Do.....	Gurnet (2).....	Cape Cod Bay.....	Motor boat.....	.....	Flounders.....	400	10	1	.....	.....	Adrift with broken rudder; towed to safe place, repaired rudder and adjusted engine.
Do.....	Atlantic City (5).....	Inner bar.....	Atlantic City (steamer).....	927	General.....	.....	.....	55	18	.....	Landed 18 with baggage from stranded steamer.
Do.....	Absecon (5).....	do.....	do.....	927	do.....	.....	.....	.....	16	.....	Landed 16 with baggage from stranded steamer.
Do.....	Cape Henry (7).....	Off station.....	Whaleboat.....	.....	.....	500	.....	.....	.....	.....	Recovered and returned to Coast Guard Cutter Apache whaleboat carried away in collision.
Do.....	Vermilion (11).....	Whitfish Point Light.....	Ora Endress (motor boat).....	68	Fish and lumber.....	6,000	1,000	.....	.....	.....	Buoys and later raised capsized power boat.
Sept. 14.....	Sturgeon Bay Canal (12).....	Off station.....	Isolda Bock (schooner).....	70	Grapes and pears.....	1,200	800	3	.....	.....	Disabled schooner, dangerous position; towed to port.
Do.....	Oak Island (7).....	Off Fort Caswell.....	Anna Jane (sloop).....	.....	.....	150	.....	1	.....	.....	Sloop in distress and drifting offshore; towed to safe harbor.
Do.....	Galveston (9).....	Channel.....	Stranger (motor boat).....	.....	.....	300	.....	5	.....	.....	Engine disabled and vessel stranded; pulled off and towed to safe place.
Do.....	Erle (10).....	Off station.....	Comet (sloop).....	.....	.....	150	.....	1	1	.....	Capsized sloop; man rescued, sloop righted and towed to mooring.
Do.....	South Manitou Island (12).....	do.....	George W. Westcott (schooner).....	122	.....	1,500	.....	5	5	.....	Schooner leaking badly and crew exhausted by pumping; pumped her clear of water and made temporary repairs to hull.

Sept. 15.....	City Point (2).....	Off pumping station.	Lydia Bell (motor boat).				4,000	2	.....	Afire; flames held in check until tow-boat arrived and extinguished.
Do.....	Metomkin Inlet (6)	Flounder Point.	Motor boat.				150	6	.....	Stranded and disabled; hauled into deep water and towed to safe place.
Do.....	do.....	On marsh.	do.				175	6	.....	Stranded and disabled; hauled into deep water and towed to safety.
Do.....	Old Chicago (12).....	Basin.	Mavourneen (sloop).	8			5,000	1	.....	Adrift and pounding on breakwater; towed to safe anchorage.
Sept. 16.....	Snhomish.....	Swiftsure Bank, Washington.	Sea Rover (motor boat).	3			300	5	.....	Fuel exhausted; drifting offshore; capsized launch recovered and towed to Neah Bay.
Do.....	Atlantic City (5).....	Absecon Inlet.	Harry S. (motor boat).		Fish		200	3	.....	Blown out of channel; worked vessel into deep harbor and recovered anchor.
Sept. 17.....	Barnegat(5); Loveladies Island (5).	Barnegat Inlet.	T. O. Smith (schooner).	41			3,000	7	.....	Disabled motor boat; towed to harbor.
Do.....	Buffalo (10).....	Niagara River.	Theodora (motor boat).				1,500	3	.....	Drifting to sea, engine disabled; towed in.
Do.....	Point Adams (13).....	Clatsop Bay.	Diver (motor boat).				300	3	.....	Adrift and disabled; towed to wharf.
Do.....	Fort Point (13).....	Lime Point.	Angelina (motor boat).	3			1,100	1	.....	Stranded on rocks; hauled to safety.
Sept. 18.....	Danaboeve Island (1).....	Long Ledge.	Motor boat.		Lobsters		200	4	.....	Afire at anchor; extinguished flames.
Do.....	Old Chicago (12).....	Basin.	Foam (schooner).	10			4,000	1	.....	Motor disabled; drifting; towed to dock.
Sept. 19.....	Duluth (11).....	Canal.	Motor boat.				50	4	.....	Anchored disabled in exposed position; towed to harbor.
Do.....	Hammond (11).....	Fortymile Point Light.	Blue Bell (motor boat).	3			300	2	.....	Motor boat stranded and pounding; hauled into deep water uninjured.
Sept. 20.....	Mackinac.....	St. Marys River.	Motor boat.				800	4	.....	Adrift disabled; towed to safety.
Do.....	City Point.....	Off station.	Nomad (motor boat).				800	13	.....	Adrift 7 miles offshore disabled; towed to safety.
Do.....	Manomet Point (2); Gurnet (2).	Cape Cod Bay.	Lota (motor boat).				3,000	3	.....	Overloaded; wind and sea increasing; taken to place of safety.
Do.....	Point of Woods (4).....	Channel.	Rowboat.				15	4	.....	Stranded on rocky reef; towed to safety.
Do.....	Buffalo (10).....	Bird Island Reef.	Ariel (motor boat).				200	4	.....	Stranded on bar; hauled over bar to safety.
Do.....	Nome (13).....	Snake River Bar.	Defender (motor boat).	5			1,500	2	.....	Rescued 8 occupants from disabled launch and later towed launch to shore.
Do.....	Barnegat (5).....	Barnegat Inlet.	Motor boat.				200	8	.....	Asore in surf; pulled off and towed to Inlet.
Sept. 21.....	Atlantic City (5).....	Inlet Bar.	Mildred S. (motor boat).	7			2,000	2	.....	Barge adrift from tow toward breakers; picked up and returned to tug.
Do.....	Wachapreague (6).....	East Bar.	Barge.				200	.....	.....	Machinery disabled; towed to safety.
Do.....	Santa Rosa (9).....	Pensacola Bay.	Motor boat.				100	2	.....	Injured man brought ashore by fisherman; reported 2 others in disabled launch; located and brought to station.
Sept. 22.....	Aranas (9).....	Aranas Channel.	Dora (motor boat and scow).		Lime and sand.		750	3	.....

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Sept. 22....	Gloucester (2)....	Off station.....	Margaret L. (motor boat).	.....	.....	\$6,000	.....	8	.....	.....	Engine broken down at sea; towed to port.
Do.....	Aransas (9).....	Aransas Channel.....	Skiff.....	.....	.....	25	.....	1	1	1	Found man clinging to capsized skiff, exhausted; taken to station.
Do.....	Harbor Beach (11).....	Off station.....	Motor boat.....	.....	Fish nets.....	250	\$25	2	.....	.....	Disabled; towed to port.
Do.....	Klipsan Beach (13).....	Oysterville.....	do.....	.....	Fishing gear.....	500	150	3	3	3	Disabled, drifting into surf; man, wife, and year-old baby picked up and towed to station.
Do.....	Old Chicago (12)....	Off station.....	J. I. C. (motor boat).	.....	Fish nets.....	800	36	3	.....	.....	Engine disabled; towed to port.
Sept. 22-23.	Bear, Nome (13)....	Point Spencer.....	Corwin (steamer).....	239	Supplies.....	30,000	10,000	30	.....	16	As shore on shoal; lightered cargo, floated vessel, which proceeded. Station crew assisted in lightering cargo, landed 16 of crew, and called cutter to assist.
Sept. 23....	Lone Hill (4).....	Off station.....	Ted (motor boat).....	2	.....	250	.....	1	.....	.....	Engine disabled; towed to port.
Do.....	Point Lookout (4)....	Elder Island Bar.....	Agnes (motor boat).....	14	.....	3,000	.....	2	.....	.....	Sloop aground on bar; floated.
Do.....	St. Joseph (12).....	Off station.....	Alma (motor boat).....	.....	Nets and fish.....	50	10	3	.....	.....	Engine disabled; rough sea; towed to safety.
Do.....	Kauasha (12).....	South Harbor.....	Almina (motor boat).	5	.....	200	.....	2	.....	.....	Engine disabled; towed to port.
Sept. 24....	Great Wass Island (1).....	Pier, Stone Ledge, Jones Inlet.....	Eva A. Race (motor boat).	12	.....	800	.....	3	.....	.....	Aground on rocks; floated to safety.
Do.....	Point Lookout (4)....	.....	My Girl (motor boat).	.....	.....	1,000	.....	3	.....	.....	Aground on bar; helped on engine and floated.
Do.....	Fort Macon (7).....	Inlet.....	Motor boat.....	.....	.....	150	.....	1	1	.....	Disabled engine at sea; towed to port.
Sept. 25....	Golden Gate.....	San Francisco Harbor.....	.....	.....	.....	.....	.....	.....	.....	.....	Rescued man overboard and calling for assistance.
Do.....	Onondaga.....	Off Cape Henry.....	Kenra (steamer).....	3,200	General.....	500,000	250,000	41	.....	.....	Steamer aground in rising gale; floated after two hours' pulling.
Do.....	Huntwells Beach (1).....	Off Wood Island.....	Masie II (motor boat).	.....	.....	450	.....	2	.....	.....	Engine disabled and drifting to sea; picked up and towed to safety.

Do.	Racine (12).	Off station.	Rache (motor boat).	6		300	5	Adrift, engine disabled; towed to safety.
Sept. 26.	Portsmouth Harbor (1).	Off Fort Point.	Sailboat.			50	1	Rescued man from capsized sailboat and towed boat to shore.
Do.	Gloucester (2).	Dog Bar Breakwater.	La Chica (sloop).			1,200		Broke moorings and grounded on breakwater; hauled off to safe anchorage.
Do.	City Point (2).	Thompsons Island.	Rosa (motor boat).			1,000	6	Disabled and stranded; hauled to safety.
Do.	do.	Off station.	Colleen (motor boat).			300		Broke moorings; adrift; towed to safe place and anchored.
Do.	do.	do.	Carlin (sloop).			300		Do.
Do.	Gloucester (2).	Normans Woe.	Charlotte (motor boat).			150	1	Engine disabled; towed to safety.
Do.	do.	Off station.	Mary (motor boat).			2,000	4	Drugging on rocky shore in squall; taken in tow and anchored in safe place.
Do.	North Scituate (2).	Chest Ledge.	Motor boat.				3	3 men rescued from boat stranded on rocks; dangerous position.
Do.	Fishers Island (3).	Hungry Point.	Miguel (motor boat).	4	Fish.	600	2	Drugged onto rocky shore and filled with water; hauled out, repaired, and floated.
Do.	Forked River (5).	Beach Channel.	Erminie (motor boat).			5,000	5	Stranded, planted kedge anchor for owner; floated on next tide.
Do.	Lewes (6).	Near Queen Anne Pier.	Motor boat.			150		At anchor filling with water in rough sea; towed to safe place.
Do.	Cleveland (10).	East Basin.	Jessie B. (motor boat).	1		100	3	Engine disabled; towed to safe place.
Do.	Middle Island (11).	Off station.	Motor boat.			60	1	Stranded with steering gear broken; towed to safe place.
Do.	do.	do.	Star (motor boat).			325	2	Propeller entangled, stranded on reef; hauled off and towed to safety.
Do.	Thunder Bay Island (11).	Sugar Island Harbor.					1	Towed to safety a small sailboat carrying too much sail in a strong wind, the boat's occupant, an old man, being mentally unbalanced.
Do.	Yaquina Bay (13).	Off station.	Motor boat.		Fishing gear.	100	2	Drugging to sea with ebb tide; towed in.
Sept. 27.	Portsmouth Harbor (1); Isles of Shoals (1).	do.	Alert (motor boat).	24		25,000	4	Engine disabled by fire in engine room; towed to port.
Do.	Gloucester (2).	Dog Bar Breakwater.	Rilime (sloop).			800	2	Yacht with only 2 ladies aboard rescued from perilous position and towed to safe anchorage.
Do.	Point Allerton (2).	Toddy Rocks.	Evelyn W. (motor boat).			1,000	5	Engine disabled; towed to wharf.
Do.	Straitsmouth (2).	Sandy Bay Breakwater.	Dory.	2		15	3	Caught offshore in squall and in danger of capsizing; hauled ashore by surfboat.
Do.	Gurnet (2).	Plymouth Bay.	Sloop.			100	4	Dismasted; towed to safety.
Do.	City Point (2).	Pleasure Bay.	House boat.			2,000	1	Broke mooring, stranded; hauled to safety.
Do.	do.	Off station.	Vagrant (schooner).			5,000		Fouled anchors and went adrift; towed to safety.

Do.....	Gloucester (2).....	Off station.....	Plum (motor boat)	.....	.....	200	.....	2	.....	Motor disabled, drifting to sea; towed to safety.
Do.....	Michigan City (12).....	.....do.....	Gladys (motor boat)	.....	.....	1,400	.....	4	.....	Machinery disabled; towed to safety.
Sept. 29	Yamacraw.....	Tybee Island.....	Henry J. Smith (schooner)	110	Railroad ties.....	20,000	\$9,000	9	.....	Anchored in northeast on open coast; 1 anchor lost and unable to get under way; towed to Tybee Roads.
Do.....	Biscayne Bay (8).....	On beach.....	Shamrock (motor boat)	.....	Fish.....	800	100	2	2	Stranded in breakers; fouled net; freed, towed clear, and net recovered.
Do.....	Gloucester (2).....	Stage Fort Park.....	Victor II (motor boat)	.....	.....	700	.....	1	.....	Engine disabled; towed to safe place.
Do.....	Metomkin Inlet (6)	On the bar.....	Motor boat.....	.....	.....	175	.....	2	.....	Engine disabled, drifting; towed to safety and repaired engine.
Do.....	Muskegon (12).....	Off station.....	Hannah T. (motor boat)	9	Fish.....	1,000	75	2	.....	Rudder lost, drifting; towed to safety.
Sept. 30	Niagara (10).....	Niagara River.....	Motor boat.....	.....	Fish nets.....	200	50	1	.....	Alack and sinking; towed to shore.
Do.....	Nome (13).....	Snake River.....	Wilhelmina (motor boat)	8	.....	3,000	.....	2	.....	Stranded; hauled into deep water.
Oct. 1.....	Portsmouth Harbor (1).....	East Sister.....	Motor boat.....	.....	Fish.....	300	.....	1	.....	Disabled launch towed to destination.
Do.....	Newburyport (2).....	Merrimac River.....	Trouble (motor boat)	.....	.....	700	.....	2	.....	Launch with propeller shaft damaged; towed to port.
Oct. 2.....	Portsmouth (7).....	Stratway.....	Georgia A. Gaskins (schooner)	11	Pine wood.....	800	30	2	.....	Schooner, sails damaged; towed to safety.
Do.....	Michigan City (12).....	Off station.....	Motor boat.....	.....	.....	150	.....	2	.....	Stranded; disabled launch towed to harbor.
Do.....	Keweenaw (12).....	River.....	Pup (tug).....	13	.....	1,500	.....	.....	.....	Tug afire, crew absent; discovered and extinguished by station crew.
Oct. 3.....	Muskeget (2).....	Off station.....	Motor boat.....	.....	.....	200	.....	2	.....	Launch, engine disabled; towed to port.
Do.....	Duluth (11).....	Canal entrance.....	Nautilus (motor boat)	.....	.....	800	.....	6	.....	Disabled launch towed to harbor.
Oct. 4.....	Gloucester (2).....	Ipswich Bar.....	Motor boat.....	.....	.....	300	.....	3	.....	Stranded launch, motor trouble; towed to harbor.
Do.....	Cuttyhunk (2).....	Off station.....	Eda J. Morse (motor boat)	9	.....	1,800	.....	2	.....	Disabled auxiliary sloop towed to port.
Do.....	Gloucester (2).....	Cape Ann.....	Motor boat.....	.....	.....	150	.....	9	.....	Launch, disabled and adrift; towed to port.
Do.....	.....do.....	Ipswich Bar.....	.....do.....	.....	.....	.....	.....	6	.....	Four passengers removed from stranded launch and landed.
Do.....	Wood End (2).....	Off station.....	Gazella (motor boat)	.....	.....	3,000	.....	7	.....	Launch, fuel exhausted; towed to harbor.
Do.....	Point Lookout (4).....	Elder Island.....	Rosine (motor boat)	.....	.....	3,000	.....	6	.....	Stranded; led out anchor and floated.
Do.....	Two Mile Beach (5).....	Cold Spring Bar.....	Maurice R. Shaw (barge)	803	Stone.....	36,000	1,000	6	3	Large stranded and leaking in heavy sea; took off 2 women and child; assisted tug in floating barge.
Do.....	Sandy Hook (5).....	Off station.....	Motor boat.....	2	.....	400	.....	5	.....	Launch, engine disabled; towed to harbor.
Do.....	Middle Island (11).....	.....do.....	Seminole (motor sloop)	6	.....	800	.....	1	.....	Auxiliary with engine disabled; towed to station.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1914.											
Oct. 4.	Duluth (11).....	Off station.....	Joeatta (sloop).....			\$300		5	5		Sloop capsized in squall; rescued 5 and righted boat.
Do.	Pentwater (12)....	South Pier.....	Motor boat.....			250		3			Launch, engine disabled; towed to harbor.
Do.	Point Bonita (13)..	San Francisco bar.	Aneta V. (schooner)	11		4,000		8	8		Schooner drifting to sea near rocks and breakers; towed to safety.
Do.	Umpqua River (13)	Off station.....	Bessie (motor boat)					6		6	Transferred passengers from stranded launch, which floated with tide.
Oct. 5.	Nome (13).....	Snake River.....	Defiance (motor boat).	7	Gasoline.	4,000	\$50	1			Stranded; danger of freeze-up; floated.
Do.	Short Beach (4)....	Meadow Island....	Cornet (motor boat)			300		2			Launch stranded and badly damaged. Assisted with repeated wrecking operations.
Oct. 6.	Point Lookout (4).										
Do.	Oak Island (4)....	Off station.....	Sallie M. Russell (schooner).	41	Coal and lumber.	1,200	500	2			Schooner leaking badly; pumped out and towed to safety.
Do.	Fire Island (4).	Niagara River....	Motor boat.....			300		5			Motor boat, engine trouble, driven on rock; towed to safety.
Do.	Niagara (10).....							3			Yacht, stolen and stranded; floated and towed to harbor.
Do.	Oswego (10).....	Off station.....	Sloop.....			300		2			Motor boat with engine trouble drifting to sea; in distress; towed to safety.
Do.	Point Adams (13)..	Clatsop Spit.....	Virginia (motor boat).			800		1			Motor boat with engine trouble; towed to harbor.
Do.	do.....	do.....	Fairy (motor boat)			1,200		3		3	Motor boat, engine trouble; towed to station; lodged owners; took home; repaired motor.
Oct. 7.	Burnt Island (1)...	Monhegan.....	Mildred B. (motor boat).			800		3			Motor boat engine trouble; towed to station.
Do.	Manistee (12)....	Off station.....	Motor boat.....			250		3			Motor boat disabled; towed to station.
Do.	Sheboygan (12)...	do.....	Velda, II (motor boat).	5		1,000		4			Motor boat stranded in river; floated.
Oct. 8.	Nome (13).....	Snake River.....	Reliance (motor boat).	4		1,000		2			

Oct. 9	Point of Woods (4).	Tobys Flat.....	Nelson (schooner).	34		1,000	2	Schooner with bobstay parted; assisted with repairs; aground but floated with tide.
Do.	Galveston (9).	Off station.....	Teal (motor boat).			150	1	Motor boat, engine trouble; towed to pier.
Oct. 10	Erie (10).	South pier.....					1	Took from water man who, blinded by severe rain squall, had accidentally walked off pier.
Do.	Louisville (10).	Off station.....	Jumbo (barge).			700	3	Barge adrift in river; towed to safety.
Oct. 11	Gurnet (2).	Plymouth.....	Sail dory.....			20	2	Sailing dory out in heavy weather; towed in.
Do.	City Point (2).	Off station.....	Aunt Polly (sloop).			350		Sloop adrift from mooring, menace to shipping; towed in and moored.
Do.	Point Alorton (2).	Ship channel.....	Harriet Ruth (motor boat).			1,500	6	Motor boat adrift; fire extinguished.
Do.	Absecon (5).	Off station.....					1	Assisted in rescuing from drowning a woman who went beyond her depth while in bathing.
Do.	Erie (10).	Erie Bay.....	Nooner (motor boat).			1,000	3	Motor boat; helpless, pounding on pier; towed to safety.
Do.	do.	do.....	Traveler (motor boat).			700	1	Motor boat, engine trouble; stranded in strong wind; towed to shelter.
Do.	Duluth (11).	Off station.....	Navald (sloop).			100	2	Sloop capsized in squall; towed to safety; men rescued by private launch.
Do.	Kenosha (12).	Harbor.....	City of Marquette (steamer).	295	Merchandise.	15,000	25	Steamer afire at wharf; assisted city firemen to extinguish flames.
Do.	Racine (12).	Off station.....	Mary (schooner).	68	Hardwood slabs.	900	2	Schooner, sails split; towed to harbor.
Do.	St. Joseph (12).	do.....	Mary G. (motor boat).	7		1,500	2	Motor boat out of fuel in heavy sea; towed to harbor.
Do.	Point Bonita (13).	Lime Point Light.	Motor boat.....	5		800	2	Motor boat, engine trouble; high sea; towed to safety.
Do.	Point Adams (13).	Off station.....	do.....			350	1	Motor boat out of fuel; supplied same and proceeded from dangerous anchorage.
Oct. 12	Cross Island (1).	do.....	S. H. Pinkham (motor boat).	18		700	3	Beached leaking schooner; after temporary repairs assisted to marine railway.
Do.	Deal (5).	do.....	Skiff.....				2	Motor boat, engine trouble; towed to beach.
Do.	Thunder Bay Island (11).	Thunder Bay.....	Marcia (steamer).	4		1,500	5	Disabled steam launch; towed to station.
Do.	Muskegon (12).	Off station.....	Sylph (motor boat).	28		1,000	4	Wrecked steamer in tow, leaking badly; assisted in pumping and towing to port.
Do.	Nome (13).	Snake River.....	Defender (motor boat).	5		1,500	1	Floated motor boat stranded in river.
Oct. 13	Wissahickon.	Delaware River.....	Newcastle (steamer).	110		30,000	7	Disabled steam tug adrift in river; towed to wharf in Philadelphia.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1914. Oct. 13.....	Tuscarora, Two Rivers (12).	Manitowoc.....	Dedance (dredge).	340.....	\$80,000.....	5.....	Ashore in gale and rough sea; ran line and assisted in floating into deep water.
Do.....	Isles of Shoals (1).....	Smuttynose Island.....	Tony Fanero (motor boat).	.....	Hake.....	900.....	\$60.....	3.....	.....	.....	Machinery disabled; towed to harbor.
Do.....	Hammond (11).....	Spens Dock.....	Blue Bell (motor boat).	3.....	.....	300.....	.....	.....	.....	.....	Waterlogged and pounding against wharf in rough sea; towed to safe place.
Do.....	Milwaukee (12).....	Jones Island.....	Admiral (motor boat).	.....	.....	225.....	.....	.....	.....	.....	Parted moorings and stranded; hauled off and towed to safe anchorage.
Do.....	White River (12).....	White Lake.....	Lede (motor boat).	.....	.....	350.....	.....	2.....	.....	.....	Disabled, stranded; hauled off to safety.
Do.....	Muskegon (12).....	Off station.....	Isola Bock (schooner).	70.....	Cedar posts.....	1,500.....	600.....	3.....	.....	.....	Helpless, sails blown away; towed to harbor.
Do.....	Cape Disappointment (13).	.....do.....	Motor boat.....	5.....	.....	750.....	.....	2.....	.....	.....	Engine disabled; towed to safe anchorage.
Do.....	Racine (12).....	.....do.....	Jeannette N (motor boat).	6.....	.....	400.....	.....	.....	.....	.....	Broke moorings and drifted against breakwater; towed to safety.
Do.....	Southside (13).....	.....do.....	.....	.....	.....	.....	.....	1.....	.....	.....	Rescued from drowning a woman who had been knocked off her feet by a breaker while wading and was helpless in the surf.
Oct. 14.....	Pamlico.....	Croatan Sound.....	Corapeake (schooner).	234.....	Lumber.....	7,500.....	5,000.....	5.....	.....	.....	Schooner aground; released from shoal and towed into deep water.
Do.....	Blue Point (4).....	Patchogue.....	Motor boat.....	.....	.....	150.....	.....	5.....	.....	.....	Overloaded and filling in heavy sea; towed to safety.
Do.....	Yaquina Bay (13).	Yaquina Bar.....	Tennis (motor boat).	3.....	.....	550.....	.....	2.....	.....	2.....	Waterlogged; towed ashore and bailed out; men furnished with dry clothing.
Oct. 15.....	Newburyport (2).....	Salisbury Beach.....	Motor boat.....	.....	.....	150.....	.....	2.....	.....	.....	Engine disabled; towed to safe anchorage.
Oct. 16.....	Cuttyhunk (2).....	Nashawena.....	Tug.....	.....	Scow with bone.....	1,000.....	1,700.....	4.....	.....	.....	Propeller shaft broken; towed to harbor.

Do.....	Hog Island (6).....	Hog Island.....	Pelican (dredge).....	31		11,000	2	Stranded; hauled into deep water.
Do.....	Fort Lauderdale (8).....	New River Bar.....	Scurry (motor boat).....			25,000	3	Hauled stranded motor boat into deep water.
Do.....	Louisville (10).....	Near station.....					2	2 boys, aged 3 and 5 years, respectively, picked up and turned over to police.
Do.....	Old Chicago (12).....	Off station.....	M. G. Hauser (steamer).....	655	Sand.....	60,000	8	Steering gear disabled; towed to safety.
Oct. 17.....	Cape Henry (7).....	do.....	Light Vessel No. 46 (launch).....			500	3	Engine disabled, drifting to sea; towed in.
Do.....	Fort Lauderdale (8).....	New River Inlet.....	Seminole Queen (motor boat).....			1,000	3	Stranded in breaker; hauled to deep water.
Do.....	Point Adams (13).....	Clatsop Bay.....	Skiff.....		Anchor and winch.....	20		Drifting to sea; towed to safety.
Oct. 18.....	Acushnet.....	Woods Hole Pass.....	Delphine (motor boat).....	7		1,500	2	Ashore on rocks; hove into channel.
Do.....	Headquarters launch, Bering Sea Fleet.....	Illuluk Bay.....	Challenge (motor boat).....	35		4,000	18	Disabled schooner, steering with jury rudder, setting on lee shore; towed to Unalaska.
Do.....	City Point (2).....	Thompsons Island.....	Margaret H. (schooner).....			4,000	11	Grounded in fog; hauled into channel.
Do.....	Point Allerton (2).....	Off station.....	King Oscar (motor boat).....			800	3	Lost in fog; towed to pier.
Do.....	Blue Point (4).....	Fire Island.....	Catboat.....			250	2	Stranded; hauled into deep water.
Do.....	Fort Macon (7).....	Beaufort Bar.....	Doll (schooner).....	12	Ice.....	1,500	6	Stranded on bar; hauled off to harbor.
Do.....	Duluth (11).....	Ball park.....	Lighter.....			50		Unmanageable; towed to wharf.
Do.....	Jackson Park (12).....	Off station.....	Mavourneen (sloop).....			2,000	8	Stranded; hauled off to deep water.
Do.....	Cape Disappointment (13).....	do.....	Elm (motor boat).....	5		800	1	Filling with water in rough sea; towed to safety and bailed out.
Oct. 19.....	Hunnwells Beach (1).....	do.....	Mina V. (motor boat).....			75		Waterlogged, drifting to sea; towed in.
Do.....	Wood End (2).....	do.....	Shad (motor boat).....			400	1	Fuel exhausted; towed to anchorage.
Do.....	Gurnet (2).....	Cape Cod Bay.....	Motor boat.....			300	2	Engine disabled; towed to safety.
Do.....	Toms River (5).....	Toms River.....	Hop-O-Nose (motor boat).....			400	2	Do.
Do.....	Metomkin Inlet (6).....	On the bar.....	Russell (motor boat).....			300	2	Engine disabled; towed to safe anchorage.
Do.....	Michigan City (12).....	Off station.....	Helen R. (motor boat).....			250	1	Machinery disabled; towed to harbor.
Do.....	Jackson Park (12).....	do.....	Sestaak (aeroplane).....			4,000	1	Fell into water and sunk; recovered and hauled out on beach.
Do.....	Frankfort (12).....	do.....	U and I (motor boat).....				3	3 men rescued from sinking boat in the nick of time.
Do.....	Humboldt Bay (13).....	Jetty Sands.....	Motor boat.....	3		300	2	Stranded, engine disabled; towed to harbor.
Oct. 20.....	Metomkin Inlet (6).....	Roundrock Channel.....	Mt. Custis (motor boat).....			700	2	Motor disabled; towed to harbor.
Do.....	Erbe (10).....	Erbe Bay.....	Frog (motor boat).....			250		Engine disabled; towed to wharf.
Do.....	Pointe aux Barques (11).....	Port Hope Reef.....	Schoolcraft (steamer).....	45	Lumber.....	10,000	14	Assisted in lightering and pumping out stranded steamer.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914. Oct. 21.....	Point Adams (13); Cape Disappointment (13).	Clatsop Spit.....	Rochelle (steamer)	582	Coal.....			19	19	19	Stranded and burned; total loss; all hands taken off to safety.
Do.....	Mosquito Lagoon (6).	Devils Elbow.....	Idella B. (sloop).....			\$175		1			Stranded; hauled offshore to deep water.
Do.....	Nome (13).	Snake River.....	Ram (motor boat)	14	Dried salmon.....	3,500	\$840	6			Stranded; hauled off to deep water.
Oct. 21-22.	Woodbury.....	Muscongus Sound.	City of Philadelphia (steamer).	542	General.....	30,000	2,000	15			Disabled; towed to Portland.
Oct. 22.	Miami.....	Tampa Bay.....	Georgia D. Jenkins (schooner).	398	Iron pipe.....	800	1,800	7			Leaking badly; towed to safety.
Do.....	Muskeget (2).	Off station.....	Motor boat.....			300		1			Disabled, stranded; hauled off to safety.
Do.....	Hereford Inlet (6); Stone Harbor (5).	Hereford Bar.....	National (motor boat).	11		1,000		13		13	Hauled stranded vessel off bar and furnished dry clothing to passengers.
Do.....	Galveston (9).	Pelican Island.....	Swamp Angel (motor boat).		Sweet potatoes.	400	125	3			Stranded and disabled; helped lighter cargo, hauled to deep water, and towed in.
Do.....	Erie (10).	Erie Bay.....	Fatima (motor boat).			200		1			Fuel exhausted; towed to safe anchorage.
Do.....	Nome (13).	Snake River.....	Ram (motor boat).	14	Dried salmon.....	3,500	9				Sinking at anchor; pumped out and leaks stopped.
Do.....	do.....	On beach.....	No. 6 (barge).....	41		3,750					Stranded in surf; hauled out on beach.
Oct. 22-23. Oct. 23.	do..... Wood End (2).	do..... Off station.....	No. 5 (barge)..... Motor boat.....	58		4,000		2			Do.
Do.....	Pentwater (12).	do.....	Laurine (motor boat).		Scow in tow.....	750	250	1			Fuel exhausted; towed to safe anchorage.
Oct. 24.	City Point (2).	do.....	Rose-Mary (motor boat).			300					Engine disabled, drifting ashore; towed until repairs could be completed.
Do.....	Nahant (2).	Lynn Harbor.....	Item (motor boat)	5		400		2			Waterlogged; towed ashore and cleared. Steering gear disabled and propeller fouled; rigged temporary sails and took vessel to anchorage.

Do...	Milwaukee (12)....	North Point....	A crib....						12	12	12 men rescued from perilous position on crib during gale.
Do....	City Point (2)....	Off station....	Phoebe (motor boat)....		500				3		Machinery disabled; towed to harbor.
Do....	Araucos (9)....	do....	Coraht (motor boat)....		350						Broke from moorings and stranded on breakwater; hauled to safety and anchored.
Do....	do....	do....	Enterprise (motor boat)....	8	3,500				3		Steering gear disabled and pounding on wharf; removed to safety and repaired.
Do....	Galveston (9)....	20th Street dock....								1	Assisted in rescuing from drowning a man who had fallen off a dock.
Do....	Erie (10)....	Erie Bay....	Erie (motor boat)....		200				2		Stranded on bar; hauled into deep water.
Do....	North Manitowish Island (12)....	Rollway....	Agnes (motor boat)....	9	900						Broke moorings, stranded in heavy surf; hauled out on beach to safety.
Oct. 25	Ambnet Surfside (2)....	Sunset Beach....	Anna (schooner)....	28	5,000				100	6	Ashore high up; floated and towed to Nantuxet Sound; Surfside crew assisted in running lines.
Do....	Little Egg (5)....	Sandbar....	Lizzie Bell (schooner)....	44	3,000				300	3	Stranded on sand bar; hauled to deep water.
Do....	Brazos (9)....	Padre Island....								3	Carried to Point Isabel in bad weather a woman and two men marooned on Padre Island, covered with about 3 feet of water.
Do....	Saluria (9)....	Matagorda Island....	Skidoo (sloop)....	4	350						Parted mooring, pounding against wharf; towed to place of safety.
Do....	Bois Blanc (11)....	Off station....	John A. Strynker (steamer)....	50	5,000		Lumber....		1,350	3	Lost rudder and stranded; lightered cargo, pumped out, hauled off, and towed to harbor.
Oct. 28	Portsmouth Harbor (1)....	Whale Back Light....	Motor boat....		250					2	Engine disabled, drifting; towed to safety.
Do....	Saluria (9)....	Off station....	Leona C. (sloop)....	44	500					1	At anchor dismasted; towed to harbor.
Do....	Old Chicago (12)....	do....	B. B. Dutton (motor boat)....	12	1,200		Refuse....		2	2	Motor disabled in strong gale and heavy sea; men rescued; vessel towed to safety.
Do....	do....	do....	Scow....		6,000					5	Parted towline, drifting ashore in heavy sea; held to sea until taken by tug.
Do....	Nome (13)....	Snake River....	Defiance (motor boat)....	7	4,000					2	Stranded on bar; hauled to deep water.
Do....	do....	do....	Wilhelmina (motor boat)....	8	3,000					6	Stranded; landed passengers and hauled vessel over bar to safety.
Do....	Yaquina Bay (13)....	On beach....	Pilgrim (motor boat)....	14	2,500					6	Stranded; hauled into deep water.
Oct. 27	Isles of Shoals (1)....	Off station....	E. L. Wilson (motor boat)....	7	800					3	Disabled, fuel exhausted, anchored in exposed position; towed to safety.
Do....	Atlantic City (5)....	Inlet....	Victoria (motor boat)....		300					2	Left high on bar by falling tide; took occupants ashore; later recovered boat.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914. Oct. 27.....	Cape Henry (7); Virginia Beach (7).	Lynnhaven Inlet.	Paulding (U. S. S.).	742				83		3	Torpedo boat destroyer dragged anchors during gale and stranded; landed 3 and stood by until wrecking company took charge.
Do.....	Oswego (10).....	Off station.....	Isabella H. (barge).			\$10,000		2	2		Rescued 2 men from stranded barge and later released barge.
Do.....	Kanoshia (12).....	Pike Creek.....	Lillian (motor boat).	5		500		2			Stranded; hauled off and towed to safety.
Do.....	Point Adams (12).....	Jetty sands.....	Emu (sloop).....		Fishing gear.....	400	\$5.00	3			Do.
Oct. 28.....	Portsmouth Harbor (1).....	White Island.....	Corilene (motor boat).		Potatoes.....	150	5.50	1	1		Disabled and drifting to sea; towed in.
Do.....	Newburyport (2).....	Plum Island.....	Alice (motorboat).			3,000		5			Propeller foul; helpless; towed to safety.
Do.....	Point Allerton (2).....	Nubbles.....	Magnolia (schooner).	16		300		2			Stranded; floated and towed to safety.
Do.....	Point Adams (13).....	Clatsop Bay.....	No. 9 (motorboat).			1,500		4			Engine disabled; towed to wharf.
Do.....	do.....	do.....	Venture and scow.	9	Fish.....	2,000	250.00	4	4		Disabled engine; drifting toward bar; towed to safe anchorage.
Do.....	Nome (13).....	Snake River.....	Defiance (motor boat).	7	Fish.....	4,000		2			Stranded; hauled off and anchored.
Oct. 29.....	Fletchers Neck (1).....	Washburn Ledge.....	Driver (motor boat).			600	8.00	2			Fuel exhausted; towed to harbor.
Do.....	White Head (1).....	Off station.....	Irrington (steamer).	398				16		16	Stranded on rocky shore; took crew to station and cared for them.
Do.....	Manomet Point (2).....	do.....	Dory.....			20		2	2	2	Rescued two from capsized boat and furnished dry clothing at station.
Oct. 30.....	Squan Beach (5).....	Squan Inlet.....	Anna (motorboat).			200		4			Stranded; floated into deep water.
Do.....	Nome (13).....	Snake River.....	Wilhelmina (motor boat).	8		3,000		2			Stranded; propeller fouled; hauled into deep water.
Do.....	do.....	do.....	Defiance (motor boat).	7		4,000		2	2		Stranded on bar; hauled off.

Oct. 31.....	Louisville (10).....	Ohio River.....	Harry (coalflat).....	Coal.....	5,000	30.00	6	1	Drift, unmanageable, towed to shore. Being carried over bar by strong tide; towed to safety.
Do.....	Point Adams (13).....	Clatsop Bay.....	Salboat.....	.....	100	.....	1	.....	Lost propeller; towed to shipyard.
Nov. 1.....	City Point (2).....	Off station.....	Kitnell (motor boat).....	.....	3,000	.....	8	.....	Disabled motor boat towed to safety.
Nov. 2.....	Gloucester (2).....	do.....	Motor boat.....	.....	300	.....	2	.....	Fishing tug with broken crank-shaft; towed to harbor.
Do.....	Charlevoix (12).....	do.....	J. W. Parmelee (steamer).....	Fish nets.....	4,000	500.00	7	.....	Sunken power sloop raised; towed to beach and hauled out.
Do.....	Marquette (11).....	Witmore Landing.....	Marna (motor boat).....	.....	350	.....	.....	.....	Pile-driver in tow of motor boat; unmanageable; wind and sea; towed to shelter.
Do.....	Two Rivers (12).....	Off station.....	Pile-driver.....	.....	600	.....	3	.....	Floated stranded power yacht.
Nov. 3.....	Fire Island (4); Oak Island (4).....	Fire Island Inlet.....	Ganoga (motor boat).....	.....	5,000	.....	2	.....	Searched for and towed in lost fisherman.
Nov. 4.....	Straitsmouth (2).....	Off station.....	Motor boat.....	.....	400	.....	2	2	Floated stranded fishing boat.
Do.....	Gloucester (2).....	Squam River.....	Mystery (motor boat).....	Fish.....	2,500	200.00	6	.....	Disabled motor boat drifting ashore; towed to safety.
Do.....	Duluth (11).....	Basin.....	Motor boat.....	.....	500	.....	1	.....	Sloop parted moorings, drifting on beach; towed to wharf.
Do.....	do.....	do.....	Panshee (sloop).....	.....	150	.....	.....	.....	Engine disabled; towed in and secured. Hauled, leaking auxiliary on beach; bailed; towed to shipyard.
Nov. 5.....	Gurnet (2).....	Cape Cod Bay.....	Motor boat.....	Lobsters.....	250	6.00	2	.....	Disabled engine; towed to safety and engine repaired.
Do.....	Straitsmouth (2); Gloucester (2).....	Breakwater.....	Flirt (motor boat).....	.....	500	.....	3	.....	Auxiliary yawl dragged into pier, choppy sea; towed to shelter.
Do.....	Watch Hill (3).....	Watch Hill Reef.....	Annie (motor boat).....	Fish.....	700	25.00	2	.....	Rescued and turned over to police man who attempted suicide by drowning.
Do.....	Lewes (6).....	Off station.....	Comfort (motor boat).....	.....	800	.....	2	.....	Disabled motor boat found and towed to wharf.
Do.....	Golden Gate (13).....	do.....	do.....	.....	.....	.....	.....	1	Schooner lost anchor; towed to Vineyard Haven.
Nov. 6.....	Point Lookout (4).....	Cindy Creek.....	Superba (motor boat).....	.....	400	.....	1	.....	Man missing; found empty boat adrift; dragged and recovered body.
Nov. 7.....	Acushnet.....	Pellock Rip Slue.....	F. & T. Lupton (schooner).....	.....	25,000	.....	8	.....	Man in skiff blown to sea in squall; rescued.
Do.....	Araunas (9).....	Corpus Christi Channel.....	Skiff.....	.....	25	.....	.....	.....	Took to safety two duck hunters marooned on an old wreck, their boat having gone adrift.
Do.....	Duluth (11).....	Off station.....	do.....	.....	15	.....	1	1	Tug disabled; rough sea; towed to port.
Do.....	Harbor Beach (11).....	do.....	do.....	.....	.....	.....	.....	2	Unmanageable pile-driver in tow of small launch; towed to moorings.
Do.....	Old Chicago (12).....	do.....	Calumet (steamer).....	.....	15,000	.....	5	.....	Landed crew from stranded schooner; heavy sea and surf; ran line, floated, and towed to harbor.
Do.....	Jackson Park (12).....	do.....	No. 11 Pile-driver.....	.....	5,000	.....	3	.....	Sloop; crew lost reckoning; anchored near ledge; threatening weather; towed to shelter.
Nov. 8.....	Cranberry Islands (1); Woodbury.....	Deadmans Point.....	Rodney Parker (schooner).....	Lumber.....	1,800	8,000.00	8	8	.....
Do.....	Cuttyhunk (2).....	Off station.....	Sloop.....	.....	500	.....	2	2	.....

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Nov. 8.	Eatons Neck (4).	Off station.	Neala (motor boat).			\$350		7			Disabled and stranded; rescued crew and hauled boat to safety.
Do.	Lone Hill (4).	Great South Bay.	Motor boat.	2		300		4			Disabled motor boat towed to safety.
Do.	Galveston (9).	South Jetty.	Standard (motor boat).	14		4,000		4			Floated stranded gasoline launch.
Do.	do.	Jetty.	Victor (motor boat).			300		4			Disabled motor boat towed to station and engine repaired.
Do.	Saluria (9).	Off station.	Gipsy (sloop).	4		500		2		2	Fishing sloop; sail carried away; cared for crew over night and then towed boat to harbor.
Do.	Sturgeon Bay Canal (12).	do.	Dodger (motor boat).	6	Fish and nets.	500	\$200	2			Disabled fishing boat towed to shelter.
Nov. 9.	Arcata.	Strait of Fuca.	Mary (motor boat).	4		500		8			Ashore in surf; hauled off to Port Angeles.
Do.	Cross Island (1).	Off station.	Motor boat.			500		1			Disabled motor boat drifting to sea; towed to safety.
Do.	Gloucester (2).	do.	Mary E. (motor boat).			800		3			Disabled on lee shore; towed to shelter.
Do.	Short Beach (4).	Middleground.	J. Clark Curth (schooner).	23		500		2			Small schooner stranded; floated.
Do.	Humoldt Bay (13a).	Off station.	Clyde (motor boat).	9		2,000		1			Towed disabled motor boat to station.
Nov. 10.	Cross Island (1).	Cape Wash Island.	Bonanza (motor boat).		Lumber.	1,500	600	2			Discharged cargo and floated motor boat.
Do.	Wachapreague (6).	North Inlet.	Due Bill (motor boat).		Fish.	500	300	6			Disabled in choppy sea; heavily loaded; towed to shelter.
Do.	Thunder Bay Island (11); Sturgeon Point (11).	Thunder Bay.	Lakeland (steamer).	2,425	General Merchandise.	125,000	12,000	25			Ashore; assisted wrecking tug in floating.
Do.	do.	Erle Bay.	Scud (motor boat).			400		2			Motor boat engine disabled; towed to shelter.
Nov. 11.	Cross Island (1).	Off station.	Motor boat.			300		1			Broken down motor boat; towed to shelter.

Do.....	Gloucester (2).....	do.....	Euro (motor boat).....	14	.....	900	.....	4	.....	Disabled fishing boat anchored close to shoal; towed to safety.
Do.....	Squan Beach (5).....	do.....	Motor boat.....	.....	.....	500	.....	6	.....	Landed passengers from disabled motor boat.
Do.....	Michigan City (12).....	West pier.....	.....	.....	.....	.....	.....	.....	1	Took to safety in surfboat man who had fallen off pier into the water.
Nov. 12.....	Isles of Shoals (1).....	Off station.....	Motor boat.....	.....	Lobsters.....	200	10	2	.....	Small launch lost rudder; towed to safety.
Do.....	Hatters Inlet (7).....	Quack Hamock Shoal.....	Melmac (motor boat).....	.....	.....	2,000	.....	3	.....	Floated stranded motor boat.
Do.....	Bois Blanc (11).....	Cheboygan.....	Motor boat.....	8	.....	1,000	.....	1	.....	Pulled grounded motor boat off shoal.
Nov. 13.....	Woodbury.....	Hypocrites Ledge.....	Crocket (motor boat).....	.....	.....	200	.....	1	.....	Ashore on rocks; floated to deep water.
Do.....	do.....	Fishermans Island.....	W. H. Waters (schooner).....	120	.....	2,000	.....	5	5	Dangerous position; lee shore; towed clear.
Do.....	City Point (2).....	Off station.....	Reliance (sloop).....	11	.....	500	.....	.....	.....	Sloop on beach; towed to deep water.
Do.....	Maddaket (2).....	do.....	Susie R. (motor boat).....	.....	.....	200	.....	2	.....	Fuel exhausted; heavy weather; towed to safety.
Do.....	Gurnet (2).....	Plymouth Bay.....	Motor boat.....	.....	.....	150	.....	1	.....	Parted line and blown ashore; floated and secured in safe place.
Do.....	do.....	Dicks flat.....	Star (sloop).....	1	.....	50	.....	1	.....	On lee beach; pulled off to shelter.
Do.....	Lone Hill (4).....	Great South Bay.....	Sloop.....	.....	.....	100	.....	1	1	Capsized in gale; rescued man and righted boat and took to safety.
Do.....	Eatons Neck (4).....	Huntington Bay.....	3 skiffs.....	.....	.....	45	.....	.....	.....	Recovered 3 skiffs adrift from motor launch in rough sea.
Do.....	Forge River (4).....	Off station.....	North Star (motor boat).....	.....	.....	300	.....	2	.....	Disabled motor boat towed to safety.
Do.....	Niagara (10).....	Niagara River.....	Motor boat.....	.....	Fish and nets.....	400	150	2	2	Breeched to in heavy sea; rescued.
Do.....	Crisps (11).....	Off station.....	Catherine May (motor boat).....	.....	.....	400	.....	4	.....	Disabled motor boat towed to shelter.
Do.....	Harbor Beach (11).....	do.....	Motor boat.....	.....	.....	125	.....	.....	.....	Anchored in breakers, nearly sunk; bailed out and taken to safety.
Nov. 14.....	Louisville (10).....	Indiana chute of Falls.....	.....	.....	.....	.....	.....	.....	1	Man in river with leg caught in dam; rescued and taken to station.
Do.....	Point Lookout (4).....	Elder Island.....	Emma Hendrix (motor boat).....	27	Coal.....	1,500	300	2	.....	Floated stranded schooner.
Do.....	Fort Lauderdale (8).....	New River.....	Ride a While (motor boat).....	.....	.....	2,500	.....	2	.....	Floated stranded launch to safety.
Do.....	Eagle Harbor (11).....	Off station.....	Dorothy K. (motor boat).....	3	.....	500	.....	1	1	Disabled and drifting to sea; towed to safety.
Do.....	Bois Blanc (11).....	Horseshoe Harbor.....	Janey (motor boat).....	.....	.....	500	.....	.....	.....	High and dry on beach; repaired, floated, and towed to safety.
Do.....	Yaquina Bay (13).....	South spit.....	Fearless (motor boat).....	4	.....	1,000	.....	1	.....	Hauled stranded launch off beach.
Nov. 15.....	Cuttyhunk (2).....	Off station.....	Vesta (motor cat-boat).....	.....	.....	600	.....	1	.....	Dragged on rocks; floated to safety.
Do.....	Oregon Inlet (7).....	Old House Shoal.....	Lillie P. (schooner).....	9	Oysters.....	500	100	2	.....	Schooner ashore; floated with difficulty.
Do.....	Smiths Island (6).....	Off station.....	Massasoit (schooner).....	1,212	.....	.....	.....	10	10	Grounded, total loss; rescued crew.
Do.....	Core Bank (7).....	Cape Lookout.....	Henry W. Cramp (schooner).....	628	Cross-ties.....	.....	.....	11	11	Stranded schooner; landed crew through breakers and surf.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Nov. 15....	St. Joseph (12)....	Off station....	Mary G. (motor boat).	7	Nets and fish...	\$1,500	\$50	3	...	...	Broken down motor boat towed to safety.
Do....	Charlevoix (12)....	do....	Toad (motor boat)	...	...	75	...	1	1	...	Motor boat flooded in heavy sea disabling engine; rescued.
Do....	Fort Point (13)....	Point Bonita....	Lamico (schooner)	6	...	700	...	2	...	...	Yacht drifting to sea; towed in.
Do....	Point Diablo....	Point Diablo....	Viren (sloop)....	5	...	500	...	4	...	...	Drifting to sea; towed to safety.
Nov. 16....	Huntwells Beach (1)....	Parkers Point....	Hattie and Eliza (sloop).	11	...	1,000	...	4	4	...	Anchored in perilous position; towed in.
Do....	Salisbury Beach (2); Hampton Beach (1)....	Hampton Harbor.	Mabel C. (motor boat).	...	...	1,000	...	...	...	...	Saved engine and fittings from wrecked power launch.
Do....	Duluth (11)....	Billings Park....	Motor boat....	...	...	300	...	4	4	...	Disabled in drifting lee; occupants nearly frozen; rescued with difficulty.
Do....	Gloucester (2)....	Freshwater Cove..	Pioneer (house-boat).	...	...	1,200	...	...	...	...	Houseboat broke adrift and stranded; floated and towed to safety.
Do....	Lewes (6)....	Off station....	Comfort (motor boat).	...	...	800	...	1	...	...	Broke from mooring and stranded; floated and towed to safety.
Do....	Hatteras Inlet (?). ..	do....	Motor boat....	...	...	300	...	2	...	...	Floated disabled stranded motor boat and repaired engine.
Do....	Sabine Pass (9)....	Jetty....	Red Devil (motor boat).	...	...	200	...	...	...	...	Raised sunken motor skiff.
Do....	Cos Bay (13)....	Off station....	Vega (motor boat).	10	General merchandise.	2,000	200	10	...	...	Towed disabled motor boat to safety.
Nov. 17....	Burnt Island (1)....	Mosquito Channel.	Sadie D. (motor boat).	...	Clams....	500	40	2	...	...	Disabled power sloop towed to safety.
Do....	Gilgo (4)....	Hemlock Beach....	Scow....	15	...	500	...	1	...	...	Floated stranded scow.
Do....	do....	Great South Bay....	Frances (sloop)....	5	...	500	...	2	...	...	Floated stranded sloop.
Do....	Oswego (10)....	Off station....	Themis (motor boat).	...	...	3,000	...	...	...	...	Parted moorings in gale and driven toward rocks; towed to safety.
Do....	Fort Point (13)....	do....	B. Grand (sloop).	3	...	400	...	1	...	...	Sloop drifting to sea; towed to safety.
Nov. 18....	Thunder Bay Island (11)....	do....	Wanda (motor boat).	...	...	300	...	1	1	...	Disabled motor boat drifting in breakers in fresh gale; rescued.

Do.....	Fort Point (13)....	Lime Point.....	No. 28 (motor boat).....	24	.....	800	.....	3	3	.....	Disabled motor boat drifting to sea towed to station and engine repaired.
Nov. 19....	Maddaket (2).....	Dry Shoals.....	Dory.....	.....	.....	100	.....	3	3	2	2 rescued from shoal; rising tide; boy in dory disabled in attempted rescue also saved.
Do.....	Hunnwells Beach (1).....	Off station.....	Skiff.....	.....	.....	5	.....	.....	.....	.....	Skiff drifting to sea turned over to owner.
Do.....	Nahant (2).....	Irishtown Cove...	Motor boat.....	.....	.....	300	.....	.....	.....	.....	Motor boat parted mooring and drifted into heavy surf; hauled clear.
Do.....	Metomkin Inlet (6)	On meadow.....	Delmarva (motor boat).....	.....	.....	1,000	.....	3	.....	.....	Motor boat parted wheel rope and stranded; pulled her off and clear of shoals.
Do.....	Buffalo (10).....	Intake crib.....	.....	.....	.....	.....	.....	.....	1	1	Man fell overboard; rescued and taken to station.
Do.....	Duluth (11).....	Off station.....	Skiff.....	.....	.....	25	.....	.....	.....	.....	Man fell overboard from skiff and drowned; recovered skiff and body.
Nov. 20....	Cape Disappointment (13).....	Little Fishing Rock.	Motor boat.....	4	Phosphate.....	650	.....	1	.....	.....	Disabled motor boat towed to safety.
Do.....	Woodbury.....	.....	Fannie and Fay (schooner).....	23	.....	5,000	11,375	5	5	.....	Schooner anchored in breakers near rock, towed clear and into Portland Harbor.
Do.....	Lewes (6).....	Off station.....	Lillie (motor boat)	7	.....	900	.....	2	.....	.....	Towed yacht out of dangerous position to safe berth.
Do.....	Thunder Bay Island (11).....	.....do.....	Martha (motor boat).....	.....	.....	500	.....	3	.....	.....	Disabled motor boat rescued in lake and towed to harbor.
Do.....	Point Bonita (13).....	Fort Baker.....	Crowley No. 2 (motor boat).....	15	.....	7,000	.....	2	2	.....	Disabled and drifting to sea; towed to shelter.
Do.....	Fort Point (13).....	San Francisco Bar.	No. 67 (barge).....	350	Rock.....	6,000	5,000	.....	.....	.....	Barge adrift from tug and drifting over bar; towed in to safe berth.
Nov. 21....	Point Bonita (13).....	Barnegat Bay.....	Gracie (sneakbox).....	4	.....	150	.....	.....	.....	.....	Waterlogged boat; bailed out and taken to wharf.
Nov. 22....	Mantoloking (5).....	Niagara River.....	Donald Mac (steamer, British).....	49	.....	11,000	.....	3	3	3	Disabled and dragging; took off crew of 3 and ran line for wrecking tug.
Nov. 27....	Velasco (9).....	Off station.....	Humarock (schooner).....	455	Coal.....	8,000	5,445	6	.....	.....	Assisted in repairs, pumping, getting up anchor and sails, and gave sailing directions.
Nov. 21....	Sturgeon Bay Canal (12).....	.....Do.....	William Aldrich (schooner).....	177	.....	1,800	.....	4	.....	.....	Disabled schooner unable to make port assisted in manning and towed to harbor.
Nov. 23....	Hunnwells Beach (1).....	Popham Beach...	Ella Clifton (schooner).....	92	.....	3,000	.....	3	.....	.....	Stranded schooner hauled off to safe berth.
Do.....	Whitehead (1).....	Musselridge channel	Motor boat.....	.....	.....	400	.....	1	.....	.....	Disabled motor boat towed in and repaired at station.
Do.....	Shinnecock (4).....	Off station.....	Georgia D. Jenkins (schooner).....	471	Cypress lumber	.....	.....	7	7	7	Crew taken off wrecked schooner with surf boat and cared for at station.
Do.....	Sandy Hook (5).....	.....do.....	Motor boat.....	5	Fish.....	800	75	7	.....	7	Fishing boat disabled; towed to station and crew given shelter.
Do.....	North Beach (6).....	Egg Beach Shoal..	Sharple.....	.....	.....	50	.....	1	.....	1	Sailboat stranded; floated, and owner given shelter at station.
Do.....	Mosquito Lagoon (8).....	Off station.....	Glora (motor boat)	.....	.....	400	.....	2	.....	.....	Ashore; towed clear and piloted into canal.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Nov. 23....	Sabine Pass (9)....	Sabine Bar.....	2 barges.....		Furniture.....	\$400	\$1,200				Two stranded barges floated; part of cargoes recovered; turned over to owner.
Nov. 24....	Evanston (12)....	Glencoe.....	Calumet (motor boat).....	6		1,500		4			Disabled launch towed into harbor.
Do.....	Jackson Park (12)....	Off station.....	Louise (sloop).....			100		3			Unmanageable sailboat drifting off shore; towed to harbor.
Nov. 25....	Rockaway (4)....	do.....	Motor boat.....			200		1	1		Intoxicated man sprit in broken down launch; towed inside to landing.
Nov. 26....	Acushnet.....	Chatham Roads....	St. Maurice (schooner, NS).....			3,500	4,000	5			Schooner aground; floated into deep water and towed to Vineyard Haven.
Do.....	Burnt Island (1)....	Off station.....	Motor boat.....	272	Piling.....	200		1			Disabled motor boat towed to port.
Do.....	Erie (10)....	Erie Bay.....	Frog (motor boat).....			150		1			Motor boat broken down; towed to mooring.
Nov. 22-26.	Golden Gate (13); Point Bonta (13); McCutchen, Fort Point (13).	Off Point Bolinas.	Hanalei (steamer).....	666	Lumber and general mer- chandise.			66	43	43	Ran on reef in fog; rough sea; impossible to reach wreck either from sea or land; vessel finally broke up and people were taken from water and pieces of wreckage after most heroic efforts on part of the rescuers. Cutter assisted in manning boats and taking shipwrecked people to San Francisco. Stranded on bar; floated, and proceeded.
Nov. 27....	Metomkin Inlet (6)	Off station.....	Frog-eater (motor boat).....	7	Oysters.....	175	180	2	2		Disabled motor boat towed to harbor.
Nov. 28....	Michigan City (12).	do.....	Motor boat.....			150		2			Saw in tow of disabled motor boat.
Do.....	do.....	do.....	Motor boat and schooner.....		Gravel.....	150	15				Picked up and towed to harbor.
Nov. 28-29.	Acushnet.....	L'Honmediau Shoal.....	Thos. W. H. White (schooner).....	213	Lumber.....	6,000	6,000	5			Schooner aground on shoal; floated into deep water.
Nov. 29....	Mosquito Lagoon (8).	Off station.....	Motor boat and 2 canoes.....			200		2			House boat tender broken down with two canoes in tow; towed back to house boat.

Do.	Racine (12).	do.	Racine (motor boat).	6		300	2		Stranded motor boat floated and towed into harbor.
Dec. 1.	Cobb Island (6).	Cobb Island Inlet.	Pet (motor boat).			500	1		Broken down motor boat adrift; towed to wharf.
Do.	Plum Island (12).	Detroit Harbor.	Flotilla (motor boat).	12	Lumber.	1,500	2		Stranded schooner floated and proceeded.
Dec. 2.	Great Wess Island (1).	Western Bay.	Motor boat.			400	2		Disabled motor boat towed to Jones port.
Do.	Hereford Inlet (5).	Hereford Bar.	Two motor boats.				9		Landed 9 men from stranded fishing boats.
Dec. 3.	Little Egg (5).	Shooting thoroughfare.	Virginia (motor boat).			600	1		Disabled motor boat towed to safety.
Do.	Southside (13).	Off station.	Aeroplane.			2,000	1	1	Rescued aviator and aeroplane from surf.
Dec. 4.	Metomkin Inlet (6).	Sand bar.	Maggie Finney (motor boat).		Blocking.	150	1		Stranded motor boat towed to safety.
Dec. 5.	Nahant (2).	Long Beach.	Mary F. (motor boat).	4	Fishing gear.	300	2		Stranded launch towed off to safety.
Do.	New Shoreham (3).	Outer basin.	Allice (motor boat).	3		300	1		Stranded motor boat floated to wharf.
Do.	Great Egg (5).	Inlet mouth.	Patience (motor boat).			400			Stranded motor boat towed to shelter from gale.
Do.	Hatteras Inlet (7).	Point Island Shoal.	Thelma G (schooner).	10	Govern ment forage.	1,000	2		Floated stranded schooner to deep water.
Dec. 6.	Hereford Inlet (5).	Off station.	Theo Lore (motor boat).	8		300			Bailed boat and prevented sinking at jetty during northeast gale.
Do.	Plum Island (12).	Gills Rock.	Leona (motor boat).			700	2		Disabled motor boat anchored in exposed position in lake; towed to harbor.
Dec. 7.	Gloucester (2).	Freshwater Cove.	Motor boat.			100			Rescued sunken motor boat, freed of water, and notified owner.
Do.	Point Judith (3).	Breakwater.	Luella Nickerson (schooner).	26	Oysters.		2	2	Wrecked in breakwater and lost. Crew taken off breakwater with great difficulty and danger.
Do.	Short Beach (4).	Hauts Creek.	Maudie (motor boat).			1,000			Stranded motor boat floated and proceeded.
Do.	Cape May (5).	South Cape May.					5	5	Rescued 5 persons from houses in submerged town during gale and conveyed to safety.
Do.	Little Egg (5).	Long Beach.	Gunning boat.				1	1	Man marooned on shoal in gale, his boat gone adrift, perilous position; rescued with difficulty.
Do.	Atlantic City (5).	Off station.	Hannah L. (motor boat).			500			Sunken launch raised and freed of sand and water.
Do.	Cape Disappointment (13).	Columbia River Bar.	Motor boat.	5		1,000	2	2	Disabled launch drifting to sea; picked up and towed to harbor.
Do.	Assateague Beach (6).	Off station.	Lizzie A. Williams (schooner).		Plaster.	7,000	5		Assisted Itasca.
Dec. 8.	Itasca.		do.	179					Schooner disabled and one of crew in need of medical assistance; towed to Hampton Roads.
Do.	Bogue Inlet (7).	Swansboro, N. C.	Lallie (motor boat).	29	Cotton seed.	4,000	2		Took out cargo and floated stranded boat.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Dec. 8	Michigan City (12).	Breakwater	Maria O. Teel (schooner).	1,125		\$20,000		10	4		Four men brought ashore from break-water; position dangerous.
Dec. 8-9	Aousnet	Nantucket Sound									Schooner, one anchor lost; anchored off Tuckernuck Shoal; towed to New Bedford.
Dec. 9	Oak Island (7).	Off station	Eva (motor boat).		Fish	900					Disabled yacht towed into port.
Dec. 10	Algonquin	Aguadilla, P. R.	Imperator No. 3 (lighter).	60	Lumber	600	\$10	4			Ashore in surf; floated and turned over to owners.
Dec. 11	Daniscove Island (1).	Off station	Motor boat.			200					Drifting on rocks; towed to safety.
Do.	Cape Fear (7).	do	E. Z. (yacht).	8		1,200		3			Stranded yacht floated to safety.
Do.	Brazos (9).	do	John (sloop).	10		2,000		5	5	5	Disabled and stranded on bar after 5 days adrift; boat and passengers rescued; people given food and shelter for 17 days and boat repaired.
Dec. 11-12.	Iasca	Virginia coast.	Mary W. Bowen (schooner).	2,133		25,000		11	11		Anchored to ride out gale, windlass disabled, unable to get anchors. Tascas got anchors in by hand and vessel towed to Chesapeake Bay.
Dec. 12.	Louisville (10).	Head of falls	Edna (motor boat)			100		2	2		Disabled motor boat carried by current toward falls. Passengers rescued.
Dec. 13	Huntwells Beach (1).	Whales Back	Nirvana (motor boat).	21		5,000		3	3		Disabled yacht drifting on rocks in fresh gale. Towed to safety.
Do.	Hatteras Inlet (7).	Hatteras Inlet.	Isle of Iona (steamer, British).	3,789	Iron ore			27	27	27	Wrecked, total loss; crew of 27 landed safely, one with broken leg.
Do.	Durants (7).	Off station	Wave (motor boat)	7		1,500		7			Floated stranded motor boat.
Do.	Sandy Hook (5); Spermaced Cove (9).										
Do.	Old Chicago (12).	do	Texaco (motor boat).		Gasoline	1,500		36	2	2	Disabled and drifting to sea; towed to berth.
Dec. 14	White Head (1).	Rockliff Isle	Motor boat.			200					Broke moorings, drifted on rocks and sunk. Raised her and hauled out on beach.

Do.	Gilgo (4).	Great South Bay.	Antoinette II (motor boat).	5		500	7	.....	Floated stranded motor boat with passengers.
Do.	Atlantic City (5).	Inlet.	Alberta L. (motor boat).	13		3,000	5	.....	Motor boat stranded on beach; floated.
Dec. 14-15.	Stone Harbor (5).	Labhams Beach.	Skiff.		Clams.	300	2	2	Asore in surf; rescued men and boat and gave men food and shelter for night.
Dec. 15.	Fire Island (4).	Saltaire.	Josephine (motor boat).			200			Raised sunken motor boat.
Do.	Forked River (5).	Beach Channel.	Creby (cat).			50	2	2	Caught fast in ice; rescued boat and crew.
Dec. 16.	Gresham, Pamet River (2).	Pamet River.	Spattel (schooner).	132	Hard coal.	3,000	5	5	Anchored in open, leaking and filling. Towed to Provincetown. Station crew assisted in floating.
Do.	Humboldt Bay (13).	Off station.	Dugby.			75	2	2	Rescued 2 men in dinghy being carried to sea in strong tide.
Dec. 17.	Gresham, Nauset (2).	Nauset.	Irene E. Meserve (schooner).	244	Hard coal.	4,000	5	5	Sails blown away and disabled, anchored on open coast; towed to Provincetown; sent word to cutter and ran lines.
Dec. 18.	Isles of Shoals (1).	Off station.	Motor boat.			600	1	1	Motor boat disabled at sea, towed to shelter.
Dec. 19.	Old Chicago (12).	do.	Calumet (motor boat).	7		1,600	5	5	Disabled, out of track of navigation; requisitioned tug and rescued all hands.
Dec. 20.	Shohomish.	Port Angeles.					1	1	Man overboard in harbor late at night clinging to pile; picked up in exhausted condition; taken on board and revived.
Dec. 16-21.	Point of Woods (4).	Channel.	Gunning battery.		Duck decoys.	550	51		Rescued gunning battery and decoys drifting to sea in ice.
Dec. 21.	Gurnet (2).	Duxbury Beach.	Motor boat.		Fish.	800	18	4	Floated power fishing boat ashore in surf.
Do.	Mantoleking (5).	Off station.	Skiff.	4		100			Motor skiff sunk under ice; chopped out, raised, and taken to safety.
Do.	Phum Island (12).	Detroit Harbor.	E. A. Clayton (motor boat).		Mall.	950	2		Motor boat with broken shaft in ice; taken to safety.
Dec. 22.	Cape Fear (7).	Frying Pan Shoals.	Lillie (motor boat).	7		1,000	2		Stranded on Frying Pan Shoals; floated and piloted into Southport.
Dec. 23.	Straitsmouth (2).	Thatchers Island.	Manhasset (schooner).	112	Fish.	15,000	2,000	20	Floated stranded fishing schooner.
Do.	Atlantic City (5).	Off Brigantine.	Sea Queen (motor boat).	12		600	3		Schooner with motor disabled and sails blown away; towed to safety.
Do.	Metomkin Inlet (6).	Off station.	Ella (motor boat).	7		1,200	9		Floated stranded motor boat to safety.
Do.	Mosquito Lagoon (8).	do.	Boreas (motor boat).	3		25,000	6		Floated yacht stranded on coral reef.
Dec. 20-24.	Algonquin.	Onegada Island.	Kelvindale (steamer, British).	2,030	Beef and hides.	222,000	300,000	44	Aground on shoal; assisted in floating and making repairs to machinery.
Dec. 24.	Hatteras Inlet (7).	Island Shoal.	Myrtle (motor boat).		General.	200	300	3	Disabled motor boat on shoal; hauled off to safety.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1914.											
Dec. 26.....	Acushnet.....	Nantucket Sound.	Ninetta M. Forcella (schooner).	891	Wood pulp.....	\$18,000	\$7,000	7	7	....	Anchored to windward of Half Moon Shoal, winchlass broken, unable to get under way; towed to favorable position.
Do.....	Cape Lookout (7).....	Off station.....	Fishing boat.....			400					Drifted on beach and filled; recovered and turned over to owner.
Dec. 27-28..	Windom.....	Potomac River.....	Annie E. Webb (schooner).	101	Lumber.....	3,000	2,500	4			Caught in ice floes short of supplies; towed 48 miles down river to refuge.
Dec. 28.....	Huntwells Beach (1).....	Sequin Island Ledges.	Motor boat.....			60		1	1		Drifting to sea, gasoline fishing dory, engine disabled; towed to safety.
Dec. 29.....	Point Allerton (2).....	Stony Beach.....	do.....		Crabs and lobsters.	180	80	2		2	Disabled power boat leaking; towed to station and crew given shelter for night.
Do.....	Fort Lauderdale (8).....	New River Inlet bar.	Idlewild (motor boat).			500		5	5	5	Launch capsized crossing bar; recovered boat and gave occupants dry clothing and shelter.
Do.....	Louisville (10).....	Off station.....	Jumbo (scow).....		Coal.....	700	60	6			Barge with 6 men drifting toward falls; towed to wharf and secured.
Do.....	Sturgeon Bay Canal (12).....	do.....	Triplets (motor boat).	8	Lines and hooks	1,200	35				Drifting to sea in snowstorm, no one on board; towed in.
Do.....	Santa Rosa (9).....	Caucus Shoal.....	Gluspepe Vicava (bark).	686				13	13		All hands rescued from stranded vessel in heavy sea on second attempt; first attempt unsuccessful.
Dec. 30.....	Atlantic City (5).....	Absecon Inlet.....	Viola (motor boat).	20				8	8	8	Schooner wrecked on bar; took crew ashore through surf and sheltered them.
Dec. 31.....	Lone Hill (4).....	Off station.....							1	....	Rescued man who had broken through ice and took him to land.
1915.											
Jan. 1.....	Isles of Shoals (1).....	Do.....	Rough Rider (motor boat).		Lobsters.....	350	10	1			Motor boat disabled in snowstorm; towed to station and battery furnished.

Do.	Hog Island (9).....	do.	Hughes Bros. (motor boat).	12			500			2		Motor boat out of fuel; towed to harbor.
Do.	Louisville (10).....	Near falls	Skiff				15			2		Skiff with 2 occupants saved from going over falls.
Jan. 2.	Big Kinnakeet (7).....	Long Point	Bessie D. (schooner)	7	Oysters		250			2		Schooner stranded in storm; floated and taken to harbor.
Jan. 3.	Gloucester (2).....	Off station	Olympia (motor boat)				300			4		Motor boat; rope in propeller; towed to launchway and rope removed.
Do.	Cleveland (10).....	do.	Liberty (tug)	36			10,000			3		Fast in ice; freed under directions and with help of keeper.
Do.	Long Branch (6).....	do.								1	1	2 men broke through ice; one rescued and body of other recovered.
Jan. 4.	Fort Mason (7).....	At inlet	Blint (motor boat)		Oysters and chickens		150			3		Launch with engine trouble towed to harbor.
Do.	Golden Gate (13).....	Off station								1	1	Man attempted suicide; rescued and taken to station.
Do.	Cape Lookout (7).....	do.	Frederick Roesser (schooner)	406	Logwood		15,000		10,000	7		Schooner with sails torn and leaking as result of storm; towed to harbor.
Jan. 5.	Wallops Beach (6).....	do.	Motor boat				400			2		Motor boat out of fuel supplied with same.
Do.	Grays Harbor (13).....	do.	Alexander (motor boat)	13	General		2,500		300	10		Mail boat with engine trouble drifting ashore in seaway; towed to destination.
Jan. 6.	Pamlico.....	Cretan Sound	Agnes S. Quillin (schooner)	197	Lumber		6,000		2,500	4		Aground, waterlogged and leaking; tug pumped her out and Pamlico towed both vessels in, tug pumping continually.
Do.	Daniscove Island (1).....	Off Small Point	C. W. Dexter (schooner)	91			800			4	4	Rescued all hands from vessel in perilous position and obtained tug, which hauled her to safety.
Do.	Point Lookout (4).....	Jones Inlet	Scudder (motor boat)				500			1		Stranded motor boat towed to station and occupant given shelter for night.
Do.	Hereford Inlet (5).....	Hereford Bar	Maud F. (motor boat)	9			1,000			3		Stranded motor boat.
Do.	Bogue Inlet (7).....	Pharos Creek	Ruth (motor boat)				800			5		Floated motor boat stranded in creek.
Jan. 7.	Wilmington.....	Sandy Point	Margaret Alkison (schooner)	50			4,000			3		Found adrift in Chesapeake Bay; towed to Annapolis Harbor.
Do.	Point of Woods (4).....	East Island	Motor boat	5			600					Stranded motor boat fast in ice, freed and floated.
Do.	Rockaway (4).....	Off station	Independent (motor boat)		Fish					2	2	2 persons rescued from surf from wrecked motor boat; high sea.
Jan. 8.	Assateague Beach (6).....	On bar	J. W. & S. E. Bunting (motor boat and tow)		Oysters		750		185			Motor boat and tow in distress, tow adrift; assisted to harbor.
Do.	Galveston (9).....	Pelican Spit	N. C. 501 (motor boat)	2			500			4		Floated stranded motor boat.
Do.	Point Bonita (13); Fort Point (13); Southside (13); Golden Gate (13); Great West Island (1).....	Point Bonita Channel	Eureka (steamer)	484	Merchandise					20	19	7 Capsized, stranded, and broken up; 19 of crew in 2 boats, 1st boat swamped, rescued and 7 saved; second mate went down with vessel.
Jan. 11.		Western Bay	Cyclone (motor boat)				300			2		Motor boat disabled at sea; towed to safety.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Jan. 11.....	Durants (7).....	Olivers Point.....	Thelma G. (schooner).	10	Pound stakes.....	\$1,000	\$100	2	.....	.....	Stranded schooner floated and towed into channel.
Do.....	Fort Point (13).....	Fort Baker.....	Victor (motor boat).	3	.....	800	.....	2	.....	.....	Disabled motor boat towed to destination.
Jan. 12.....	Gloucester (2).....	At sea.....	Mustado (motor boat).	16	Fish.....	3,000	100	4	4	.....	Disabled and drifting in gale, with 4 aboard; picked up and towed to safety after 17 hours' work.
Do.....	Creeds Hill (7).....	Frisco, N. C.....	Dovekie (motor boat).	.....	.....	500	.....	1	.....	.....	Stranded motor boat floated and towed to berth.
Jan. 13.....	Cuttyhunk (2).....	Off station.....	Early Bird (catboat).	.....	.....	200	.....	.....	.....	.....	Helped launch catboat stranded on rocks.
Do.....	New Shoreham (3).....	Old harbor.....	Maud (catboat).....	4	.....	500	.....	1	.....	.....	Dragged against wharf in gale; hauled clear.
Do.....	.....do.....	.....do.....	Anna (catboat).....	4	.....	400	.....	1	.....	.....	Parted cable in gale; hauled to safety.
Do.....	.....do.....	.....do.....	Cora (catboat).....	4	.....	500	.....	1	.....	.....	Dragged anchor in gale; hauled to safety.
Do.....	.....do.....	.....do.....	Duck (motor boat)	3	.....	400	.....	1	.....	.....	Parted cable in gale, drifted against wharf; rescued, secured.
Do.....	.....do.....	.....do.....	Clara (motor boat)	3	.....	600	.....	1	.....	.....	Dragged anchor in gale, stranded; taken to anchorage.
Do.....	.....do.....	.....do.....	Annie M. (motor boat).	4	.....	600	.....	2	.....	.....	Dragged against wharf in gale; hauled to safety.
Do.....	.....do.....	.....do.....	Dixie (motor boat)	4	.....	700	.....	1	.....	.....	Motor boat dragged against wharf in gale; hauled to safety.
Do.....	.....do.....	.....do.....	Susie M. (catboat).	4	.....	600	.....	2	.....	.....	Parted cable in gale, drifted against wharf; hauled to safety.
Do.....	.....do.....	New harbor.....	Mary A. (sloop).....	9	.....	500	.....	3	.....	.....	Floated motor boat stranded in gale.
Do.....	.....do.....	Old harbor.....	Wilfred P. (sloop).....	9	.....	800	.....	1	.....	.....	Motor boat dragged against wharf in gale; hauled to safety.
Do.....	Point Lookout (4).....	Jerrys Creek.....	Joseph Hart (motor boat).	9	.....	400	.....	2	.....	.....	Floated motor boat stranded in gale.
Do.....	South Brigantine (5).....	Inside channel.....	Sea Queen (motor boat).	25	Ballast.....	500	.....	3	.....	3	Motor boat shifted to safe anchorage during gale, crew succored.

Do.....	Absecon (5).....	Atlantic City.....	Motor boat.....	4		400						Engine saved from motor boat hull stranded and smashed in gale.
Do.....	Cape Lookout (7).....	Cape Lookout Bight.	Gladys (schooner).	726	Salt.....	12,000	5,000	8	8			Foundering in heavy sea; put surrman aboard and piloted vessel to sheltered cove; pumped out and anchored in safe place.
Jan. 14.....	Gresham.....	Boston, Mass.....	R. Powers (schooner).	373	Lumber.....	14,000	15,000	7				Anchored in open roadstead in gale and heavy seas; towed into Boston Harbor.
Do.....	Muskeget (2).....	Maddaket Harbor.	Motor boat.....			350		3				Swamped at moorings; raised, towed to safe place, and bailed out.
Do.....	Nauset (2).....	Nauset Bay.....	do.....			200						Do.
Do.....	Assauegue Beach (6).....	Off station.....	L. A. Plummer (schooner).	338	Lumber.....	7,000	5,800	6	6			Anchored in exposed position, boats, galley and food washed overboard; piloted to safe harbor.
Do.....	Port Lauderdale (8).....	New River Sound.	Motor boat.....			700		2				Stranded barge hauled to deep water.
Do.....	Louisville (10).....	Kentucky chute of falls.	Shanty boat.		Furniture.....	60		2	2			Being carried over falls; towed to safety.
Jan. 15.....	Andreocoggin.....	Shelburne, N. S.....	Mildred Robinson (schooner).	121	Fish.....	12,000	1,100	21				On rocks and leaking; towed off rocks and turned over to tug.
Do.....	Wachapreague (6).....	Off station.....	Motor boat.....			250						Lost from schooner in gale; drifting; towed to safety.
Do.....	Fort Lauderdale (8).....	Inlet to Lake Mabel.	Traveler (motor boat).	15		12,000		2				Stranded on bar; hauled into deep water.
Jan. 15.....	Point Adams (13).....	Desdemona Sands.	Wm. H. Smith (schooner).	566	Lumber.....	25,000	7,000	10				Stranded vessel kedged off and towed to safety.
Jan. 16.....	Cape Elizabeth (1).....	Off station.....	Motor boat.....			300		2				Drifting disabled; towed to harbor.
Do.....	White Head (1).....	do.....	do.....			425		1				Drifting disabled on rocky shore; towed to safety and engine repaired.
Jan. 16-17.....	Seminole.....	Cape Lookout Shoals, N. C.	Trafalgar (Steamer, Nor.).....	2,186	General.....	200,000	90,000	25				Floated stranded steamer after jettisoning cargo.
Jan. 17.....	Cape Fear (7), Oak Island (7).....	Frying Pan Shoals.	Teal (motor sloop).			750		1	1			Leaking and stranded; hauled off and towed to harbor; succored man.
Do.....	Cape Fear (7).....	North Beach.	Owl (sloop).			300		3	3			Succored crew of 3 from stranded sloop.
Jan. 18.....	Aranas (9).....	Off station.....	Sea Cat (motor boat).			1,200		2				Disabled in rough sea and freezing weather; towed to safety.
Jan. 19.....	Fourth Cliff (2).....	North River.....	Motor boat.....	6				2	2			Stranded auxiliary hauled off and anchored in safe place; two men succored.
Do.....	Mosquito Lagoon (8).....	In canal.....	Me Too (motor boat).	15		6,000		10				Hauled stranded boat to deep water.
Jan. 20.....	Algonquin.....	San Juan, P. R.....	James W. Paul, Jr. (schooner).	1,808	Coal.....	25,000	6,800	11				Sent 25 men aboard who assisted in extinguishing raging fire.
Do.....	Sturgeon Bay Canal (12).....	Off station.....	Dodger (motor boat).	6	Nets and lines.	500	100					Sunk in 7 feet of water; raised, bailed out, and leaks temporarily repaired.
Jan. 21.....	Hog Island (6).....	do.....	W. J. Matthews (schooner).	69		8,500		4				Stranded; hauled off to safe anchorage.
Do.....	Chester Shoal (8).....	Banana Creek.....	Dadiva (motor boat).	1		200		3				Engine disabled; towed to wharf.
Jan. 22.....	Portsmouth Harbor (1).....	Gerrish Island Flats.	Motor boat.....			150		1				Fuel exhausted; drifting; towed to safety.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1915.											
Jan. 21.....	Oak Island (4); Fire Island (4); Isles of Shoals (1).	Inlet bar.....	Fenita (motor boat). 2 dories.	20	\$2,500	4	Floated stranded vessel with kedges.
Jan. 22.....	.....	Appledore Island.	.....	.....	Fish.....	60	\$75	5	5	2	Fishing dories lost in fog; found same and towed to safety.
Jan. 19-26..	Androscooggin.....	At sea off Halifax, N. S.	Camino (steamer).	3,308	Food supplies.	325,000	250,000	33	33	.....	Steamer with rudder gone and one anchor lost, deckhouse washed away unmanageable in heavy sea, towed into port by Androscooggin and other cutter boats, and taken by lawyers and agents of the ship to Portland Harbor, where it was sold by public sale.
Jan. 20.....	Oregon Inlet (7); New Inlet (7); Cape Fear (7); Oak Island (7).	Off station.....	George N. Reed (schooner).	403	Cement.....	.....	.....	7	7	7	Wrecked by stranding; crew of 7 men taken ashore in surfboat.
Jan. 22.....	.....	Frying Pan shoals.	Mindora (steamer).	161	.....	.....	.....	11	11	.....	Wrecked by stranding; crew of 11 men, their personal effects, and two of ship's boats taken ashore.
Jan. 26.....	Cape Elizabeth (1). Do.....	Off station.....	Motor boat. Alabama (motor boat).	.....	.....	500 200	.....	1 1	.....	.....	Engine disabled; towed into harbor. Grounded; hauled off and piloted to safety.
Jan. 25-27..	Mesquito Lagoon (8). Pamlico.....	Albemarle Sound.	Goat (motor boat).	20½	Oil and gasoline	4,000	1,200	2	.....	.....	Stuck and full of water; pumped out, hauled off shoal, and towed to Elizabeth City, N. C.
Jan. 27.....	Gloucester (2).	Milk Island.....	Mystery (motor boat).	18	.....	2,500	.....	4	.....	.....	Engine disabled, anchored in dangerous position, towed to safety.
Jan. 28.....	Carolina (Supply boat).	Cape Hatteras Lighthouse.	White Wing (motor boat).	17	.....	3,000	.....	11	.....	.....	Stranded; hauled into deep water.
Jan. 29.....	Do.....	Pamlico Sound.....	Motor boat.....	.....	.....	500	.....	1	1	1	Engine disabled, occupant suffering from exposure; towed to safety and succored.
Do.....	Fort Point (13).	Fort Baker.....	Pirate II (motor boat).	8	.....	2,500	.....	.....	.....	.....	Anchored in exposed position and danger of destruction; towed to safe place.
Jan. 30.....	Woodbury.....	Portland, Me.....	Irven (motor boat).	8	Fish.....	2,000	15	3	.....	.....	Rudder stock broken, unmanageable; towed into Portland Harbor.

Jan. 31.	Wood End (2).	Wood End Beach.	No. 99 (motor boat).	.....	.....	500	50	3	.....	Hauled stranded scow into deep water.
Do.	Louisville (10).	Concrete dam of falls.	Lady Jane (motor boat).	.....	.....	.....	2	2	.....	Engine disabled; boat carried by current against concrete dam and wrecked; two men taken ashore.
Do.	Point Adams (13).	Clatsop Bay.	Motor boat.	.....	.....	600	1	1	.....	Engine disabled; drifting toward dangerous bar; towed to safety.
Feb. 1.	Cape Elizabeth (1).	Off station.	do	.....	.....	\$300	1	1	.....	Engine disabled; drifting seaward; burned signal of distress; picked up and brought to station.
Do.	Stratsmouth (2).	Gap Head.	do	44	.....	800	2	2	.....	Motor boat stranded on rocks; towed clear.
Feb. 2.	New Shoreham (3).	Old Harbor.	Venus (schooner).	12	Mussels.	500	40	11	.....	Hauled off schooner ashore on rocks.
Do.	Sabine Pass (9).	Off station.	Golden Rod (motor boat).	.....	.....	200	1	1	.....	Broken down motor boat picked up and towed to safe berth.
Feb. 1-3.	Thetis.	Isle of Lanai.	Defender (schooner).	446	Ballast.	16,000	8	8	.....	Blown on lee shore, rough sea; floated after 15 hours' pulling.
Feb. 3.	Fort Macon (7).	Fort Channel.	Violet Keith (motor boat).	.....	.....	1,000	2	2	.....	Stranded launch floated and towed to Beaufort.
Do.	do.	Beacon Light.	Nabisco (motor boat).	.....	.....	600	3	3	.....	Stranded motor boat towed to deep water.
Do.	do.	Beaufort entrance.	Lottie (motor boat).	.....	.....	500	3	3	.....	Floated stranded launch to deep water.
Feb. 5.	Race Point (2).	White Bar.	Mattie (schooner).	107	.....	8,000	23	23	.....	Floated grounded schooner.
Do.	Barnegat (5).	Barnegat Inlet.	Mary (motor boat).	.....	.....	180	2	2	.....	Rescued disabled motor boat in surf.
Do.	Humboldt Bay (13).	Off station.	Motor boat.	3	.....	300	1	1	.....	Lighthouse launch disabled; towed to Eureka.
Feb. 5-6.	Mohawk.	New Jersey coast.	Evelyn, steamer (Uruguay).	707	Ballast.	50,000	33	33	.....	Towed into New York Harbor, leaking with forehold full of water, after difficulty.
Feb. 6.	Fire Island (4); Lone Hill (4); Point of Woods (4).	Fire Island Beach.	Houghton, bark (British).	2,428	Chalk.	30,000	28	23	23	Stranded on beach; landed 23 with breeches buoy; cargo thrown overboard; put doctor aboard for sick captain.
Do.	Galveston (9).	Off station.	Simon (motor boat).	14	.....	300	2	2	.....	Floated and towed in stranded fishing boat.
Do.	San Luis (9).	Bastrop Bayou.	Catherine II (motor boat).	.....	.....	900	.....	.....	.....	Sunken motor boat raised and towed to harbor.
Feb. 7.	Yamacraw, Sullivan Island (8).	Charleston, S. C.	Olympia, U. S. S.	5,865	.....	700,000	264	264	.....	Aground, floated by Yamacraw with assistance of station crew.
Do.	Sabine Pass (9).	Off station.	Motor boat.	.....	.....	350	3	3	.....	Disabled motor boat drifting on jetty towed into harbor.
Do.	Brazos (9).	Brazos Santiago Pass.	Martha J. (motor boat).	.....	.....	2,000	2	2	.....	Floated stranded motor boat.
Feb. 8.	Galveston (9).	Off station.	Fortuna (schooner).	44	Ice.	1,200	280	10	.....	Assisted in floating stranded schooner.
Feb. 9.	Pamlico.	Croatan Sound.	Charles L. Rhode (schooner).	203	Lumber.	12,000	4,600	5	.....	Floated stranded vessel.
Do.	White Head (1).	Off station.	Motor boat.	.....	.....	.....	1	1	.....	Man marooned on island taken to mainland.
Feb. 10.	Daniscove Island (1).	do.	Motor boat.	.....	.....	250	1	1	.....	Towed disabled motor boat to station.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1915.											
Feb. 10...	Willapa Bay (13)...	Off station...	Dispatch (motor boat)...		Crabs...	\$1,000	\$30	2			Towed disabled motor boat adrift at night into harbor.
Do...	Cape Disappointment (13)...	Astoria...	Canby (motor boat)...			1,000		3	1		Men fell off wharf into harbor; rescued.
Do...	do...	Off station...	Motor boat...								Hauled stranded launch into deep water.
Feb. 11...	Burnt Island (1)...	do...	Robert Fowler No. 1 hydroaeroplane.	4	Fish...	425	25	1			Towed disabled motor boat into harbor.
Feb. 12...	Fort Point, (13); Point Bonita (13)...	Presidio Beach...	Mary F. Barrett (schooner).			6,000		1			Towed disabled and swamped hydroaeroplane, drifting to sea, into harbor.
Feb. 13...	Acushnet...	Nantucket Shoals...	Motor boat...	1,833		50,000		11	11		Aground on dangerous shoals; towed clear.
Do...	Portsmouth Harbor (1)...	Off Fort Point...	Motor boat...			300		1			Towed drifting power boat back to ship.
Feb. 15...	Saluria (6)...	Matagorda Bay...	Nereld (motor boat)...	7		4,000		2			Floated stranded motor boat.
Do...	Racine (12)...	Racine Harbor...	Osra (motor boat)...	13		300					Recovered motor boat broken adrift by ice and brought back to her wharf.
Feb. 17...	Gloucester (2)...	Eastern Point Light...	Mystery (motor boat)...	18	Fish nets...	2,500	300	4			Towed disabled power boat to wharf.
Do...	Point of Woods (4)...	Bass Flat...	Annie E (motor boat)...	7		600		4			Floated stranded motor sloop.
Feb. 19...	Little Egg (5)...	Point Creek...	Motor boat...			300					Towed disabled motor yawl back to vessel.
Do...	Fort Lauderdale (8)...	Lake Mabel Inlet...	Driftwood (motor boat)...			500		3			Towed stranded and disabled motor boat into port.
Feb. 20...	Isles of Shoals (1)...	Rye Beach...	Josephine (motor boat)...			500		2			Towed disabled motor boat into port.
Do...	Bethel Creek (3)...	Off station...	Water Fox (yacht)...	13		15,000		4			Kedged yacht off sandy bank.
Do...	Sturgeon Bay Canal (12)...	do...	Dodger (motor boat)...	6		500		1	1		Extinguished burning gasoline and rescued man from water.
Feb. 21...	Narragansett Pier. (3)...	do...	Rowboat...			50		1	1		Rescued man from rowboat in dangerous position near rocks.

Feb. 20-23.	Onondaga.	At sea.	Santa Marta (steamer).	5,000	General.	500,000	250,000	157		
Feb. 23.	Brazos (9).	Brazos de Santiago Bar.	Spectre (schooner).	14	Wrecking gear.	3,000	2,000	4	Assisted tugs in towing steamer with broken rudder to New York Har- bor; gales and heavy seas. Towed into port in bad weather.	
Do.	Burnt Island (1).	Off station.	Lochinvar (motor boat).		Fish.	400	25	1	Towed disabled motor boat to port.	
Do.	Point Adams (13).	Youngs Bay.	Diver (motor boat).			300		2	Towed broken-down motor boat to dock.	
Feb. 24.	Lewes (6).	Off station.	Fenwick Island Lightship's motor boat.			900		3	Towed disabled motor boat to dock.	
Do.	Fort Lauderdale (8).	New River Bar.	Joy (motor boat).			140		1	Towed crippled motor boat and skiff into port in bad weather.	
Feb. 26.	Miami.	Dry Tortugas.	Lottie S. Haskins (schooner).	55	Ice.	2,000	30	9	Schooner, leaking and disabled, towed to Key West.	
Do.	Humboldt Bay (13).	Off station.	Rowboat.			50		2	Two boys with unmanageable sailboat brought into port.	
Feb. 27.	Davey.	New Orleans.	Bisso No. 1 (saw).	500		4,000		1	Broke adrift in strong current; dan- ger to shipping, towed to wharf.	
Do.	Fire Island (4).	Off station.	K. and K. (motor boat).			400			Motor boat capsized and sunk; righted and hauled up on beach.	
Feb. 28-28.	Seneca.	Grand Banks.	Mongolian (steam- er, British).	4,837	Provisions.	400,000	150,000	303	Leaking badly; conveyed to Halifax at request of master, who doubted ability to make port.	
Mar. 1.	Miami.	Key West.	Vasell's Georgios (steamer, Gr.).	2,262	Wheat.	200,000	308,560	26	Stranded on shoal; pulled on her for three days and finally floated after cargo had been partially lightered.	
Do.	Apache.	Chesapeake Bay.	Mary F. Crowell (schooner).		Oysters.	1,600	100	6	Dismasted in gale; towed to Baltimore.	
Do.	Core Bank (7).	Inlet shoals.	Motor boat.			200		1	Stranded, disabled; hauled off and towed to harbor.	
Mar. 2.	Sabine Pass (9).	On jetty.	King Fisher (mo- tor boat).			350		1	Disabled, drifting; towed to safety.	
Mar. 3.	Galveston (9).	Pelican Spit.	Nymph (motor boat).		General.	500	50	3	Motor disabled; towed to harbor.	
Do.	Sheboygan (12).	Off station.	Harriet L. (steam- er).	28		2,500		3	Anchored disabled in exposed position; towed to safety.	
Do.	Coquille River (13).	do.	Fishing boat.		Fish.	30	4	2	Unable to cross rough bar. Occupants landed, boat towed to safe place.	
Do.	do.	do.	do.		do.	100	10	3	Unable to cross rough bar. Towed to safety.	
Mar. 3-4.	Acushnet.	Nantucket Shoals.	Mary F. Barrett (schooner).	1,833	Coal.	50,000	18,000	11	In distress, one anchor gone, unable to make safe anchorage, weather threat- ening. Towed her to safe berth.	
Mar. 4.	Forked River (5).	Beach Channel.	Snow Flake (cat).		Clams.	60	10	1	Stranded, towed to channel.	
Do.	Salvia (9).	Off station.	Skido (sloop).			250			Drugged anchor, stranded, hauled to safety.	
Do.	do.	do.	Roy (motor boat).			500			Purled moorings, stranded, hauled to safety.	
Mar. 5.	Milwaukee (12).	do.	Mascot (motor boat).			125			Broke mooring, adrift, recovered and towed to safe place.	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1915.											
Mar. 6.....	Portsmouth Harbor (1)	Off Earl Sister, Me.	Motor boat.....			\$150		2			Engine disabled. Towed to safety.
Do.....	South Chicago (12)	Calumet Harbor	do.....			400		5			Disabled, drifting off shore, towed in.
Mar. 7.....	Coco Bay (13)	Off station.	Fish boat.....	3	Fishing gear.....	300					Drifting to sea. Towed to harbor.
Mar. 8.....	Mosquito Lagoon (6)	do.....	Oscoda (motor boat)	9		9,000		2			Aground on coral reef. Hauled to deep water.
Mar. 9.....	Onondaga	Cheesapeake Bay	Heratio G. Foss (schooner).	846	Salt.....	25,000	\$1,800	9	9		Anchored close to shoal, strong breeze, mainsail gone, short provisions, towed in and turned over to tug.
Mar. 10.....	Southside (13)	Near station.....							1		Attempted suicide rescued with difficulty in strong undertow and sent to hospital in ambulance.
Do.....	Oraokee (7)	Trout Slime Shoal.	U. S. L. H. S. (motor boat)			250		1			Engine disabled. Boarded boat and engine repairs.
Mar. 11.....	Gurnet (2)	Cape Cod Bay.	Motor boat.....		Fish.....	250	4	1			Disabled in rough sea, towed to harbor.
Do.....	Little Egg (5); Brigantine (5); Little Beach (5);	Harbor Shoals.....	L. A. Plummer (schooner).	394	Phosphate.....	7,000	5,500	6			Stranded, leaking, helped crew in pumping and floating vessel.
Mar. 12.....	Pamlico	Neuse River.....	A. J. (steamer).....	16	Cordwood.....	400	35	3			Beached to prevent sinking. Pulled off and towed to Newbern for repairs.
Do.....	Hunnwells Beach (1)	Off station.	Wherry.....			25					Drift from mooring. Towed to anchor.
Do.....	Point Adams (13).	Clatsop Bay.	Clara (motor boat).		Crab nets.....	600	30	1			Engine disabled, towed to safety.
Mar. 12-13.	Acushnet.	Point Judith.	Lackawanna (steamer).	340		75,000		10			Disabled tug towed to Newport.
Do.....	do.....	do.....	3 barges.....			60,000					Barges belonging to above tug. Towed in.
Mar. 13.....	Apache.....	Solomons, Md.....	Diana (steam yacht).	10		4,000		2			Hauled stranded vessel into deep water.
Do.....	Nahant (2).....	Off Black Rock Point.	Sailboat.....			70		3	3		Capized; two of the three men taken from the water were nearly unconscious.

Do.....	Willapa Bay (13).....	North Spit.....	Arcade (motor boat).....	.....	.....	1,300	.....	2	.....	Engine disabled, towed to harbor.
Mar. 14.....	Ocean City (5).....	Off station.....	Bill Nye (schooner).....	80	.....	4,000	.....	5	.....	Anchored in exposed position. Towed over bar to safety.
Mar. 15.....	Coquille River (13).....	do.....	Fish boat.....	.....	.....	100	.....	3	2	Capized in breakers. One man killed by being struck with wreckage; 2 rescued.
Mar. 16.....	Fire Island (4).....	Fire Island Inlet.....	J. I. Housman (motor boat).....	7	Fish.....	1,700	90	2	.....	Stranded. Hauled off to deep water.
Do.....	Hog Island (6).....	Off station.....	Ella Strickland (schooner).....	41	Oysters.....	2,500	420	3	.....	Stranded. Hauled off and ploted to harbor.
Do.....	Fort Macon (7).....	do.....	La Vedette (motor boat).....	14	.....	10,000	.....	3	3	Disabled, rough sea, took crew ashore.
Do.....	North Manitou Island (12).....	do.....	Sea Bird (motor boat).....	.....	.....	600	.....	6	6	Anchored in exposed position with broken rudder. Towed to safety.
Do.....	Point Adams (13).....	Desdemons Sands.....	Sloop.....	.....	.....	25	.....	3	3	Strong tide carrying boat with 3 boys to sea. Towed to shore.
Do.....	Fort Point (13).....	Off station.....	No. 131 (motor boat).....	2	.....	600	.....	1	1	Grounded on rocks in rough sea. Rescued occupant. Hauled vessel to safety.
Mar. 17.....	Brant Rock (2).....	Humrock Village.....	Motor boat.....	.....	Fish pound.....	300	.....	2	.....	Engine disabled, towed to safety.
Do.....	Metomkin Inlet (6).....	Sand Bar.....	do.....	.....	Poles.....	400	200	2	.....	Stranded, hauled into deep water.
Do.....	Cape Lookout (7).....	Off station.....	Sylvia C. Hall (schooner).....	384	Lumber.....	10,000	10,500	6	6	Crew rescued from stranded vessel in heavy seas. Vessel broke up.
Do.....	Charlevoix (12).....	do.....	Casner (motor boat).....	14	Fish and nets.....	2,000	350	6	.....	Engine disabled, towed to harbor.
Mar. 19.....	Gurnet (2).....	Cape Cod Bay.....	Motor boat.....	.....	.....	200	.....	2	.....	Disabled drift, towed to harbor.
Do.....	Monomoy (2).....	Chatham Bay.....	Reamer (motor boat).....	.....	.....	800	.....	2	2	Disabled and drift, towed to safety.
Mar. 20.....	Golden Gate (13).....	Off station.....	.....	.....	.....	.....	.....	1	.....	Rescued exhausted bather from under tow.
Mar. 21.....	Onondaga.....	Cape Henry.....	Erma S. Lord (schooner).....	374	Lumber.....	15,000	14,200	7	.....	Stranded schooner pulled off to safe anchorage.
Do.....	Greesham, Cape Henry (7).....	Nauset.....	Thelma (schooner).....	449	Cypress lumber.....	22,000	25,000	8	8	Schooner in successive gales for 2 weeks, crew exhausted, water and provisions low, master sick, towed vessel into Provincetown. Station crew aided cutter in running hawser.
Mar. 22.....	Arena Cove (13).....	Off station.....	Motor boat.....	3	.....	300	.....	1	.....	Engine disabled, towed to harbor.
Do.....	Panlico.....	Panlico Sound.....	Eloise (schooner).....	38	General.....	5,000	1,500	3	.....	Leaving badly, requested tow to nearest port, which was given.
Do.....	Evansville (12).....	N. W. U Campus.....	Canoe.....	.....	.....	50	.....	1	1	Adrift, helpless. Brought ashore.
Do.....	Michigan City (12).....	Off station.....	Motor boat.....	.....	.....	180	.....	3	.....	Last, propeller, drifting, towed to harbor.
Do.....	do.....	do.....	Scow.....	.....	Gravel.....	180	20	.....	.....	Adrift, towboat lost propeller; towed to harbor.
Mar. 25.....	Fort Macon (7).....	Beaufort Inlet.....	Dirie (motor boat).....	7	Lumber.....	600	60	3	3	Swamped in breakers; towed to safe place.
Do.....	Portsmouth (7).....	Buoy Shoal.....	Motor boat.....	Scallops.....	500	100	3	Stranded; hauled off to deep water.
Do.....	Oraooke (7).....	Teaches Hole.....	do.....	do.....	do.....	180	150	3	3	Floated stranded motor boat.

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						Vessel.	Cargo.				
1915.											
Mar. 25.	Harbor Beach (11).	Off station.	Skiff.			\$25		2			Skiff in drift ice; towed to destination.
Do.	Old Chicago (12).	do.	Calumet (motor boat).	7		450		3	3		Leaking and disabled in high sea; towed to harbor.
Do.	St. Joseph (12).	do.	Frieda (motor boat).		Nets	900	\$100	3			Anchored, disabled in rough weather; towed in.
Do.	Sturgeon Bay Canal (12).	do.	U. S. S. Derrick			4,000					Pumped out and floated Government derrick.
Mar. 26.	Apache.	Chesapeake Bay.	Scoo No. 1.		Lumber.	2,000	800	4			Floated stranded schooner and towed to harbor for repairs.
Do.	Gloucester (2).	Off station.	Quicketime (schooner).	43		300		2			Motor boat disabled in rough sea; towed in.
Mar. 27.	Isles of Shoals (1).	do.	Rough Rider (motor boat).			350					Motor boat in exposed position shifted to safe anchorage.
Do.	Sabine Pass (9).	do.	Flying Cloud (motor boat).			500		2			Motor boat disabled and adrift; towed in.
Do.	South Chicago (12).	Off Calumet River.	T. Bradley (motor boat).			800		5			Motor boat disabled; towed in.
Do.	Fort Point (13).	Presidio Beach.	Silas Christopher (hydrocoastal plane).	1		6,000					Hydrocoastal plane blown off beach and drifting to sea; towed in.
Mar. 28.	Blue Point (4).	Great South Bay.	Rete (motor boat).	7		800		3			Floated stranded motor boat.
Do.	Shut Beach (4).	Meadow Island.	Ella (motor boat).	11		1,000		6	5		Five passengers transferred from stranded launch, which floated next day.
Do.	Stone Harbor (5).	Duns Thoroughfare.	See skiff.			300		3			Disabled motor boat towed in.
Mar. 29.	Maddaket (2).	Off station.	Two Friends (cat boat).			550		2			Floated stranded motor boat.
Do.	Erle (10).	South shore of harbor.	Willis W. (motor boat).	10		2,500		3	3		Engine disabled; drifting onto rocky shore during severe snow squall; passed line to boat and towed her and crew of three to safety.

Do.	Louisville (10)	Near dam of falls.	Skiff		5	1	1	1	Drifting in dangerous water; skiff and boy, the only occupant, taken to safety.
Do.	Fort Point (13); Point Bonita (13).	Anita Rock, San Francisco Harbor.	General Frisbie (steamer).	544	75,000	175	25	1	Stranded on rocky shore; took off 25 of the passengers; the remainder being taken off by other boats, and assisted in floating steamer.
Mar. 30	Aushnet, New Shoreham (3).	Block Island	George E. Hagan (schooner).	32	2,500	500	8	1	Schooner ashore, floated and towed to Newport; assisted cutter in floating.
Do.	Sandy Point (3)	New Harbor	Edward H. Sneed (auxiliary schooner)	25	4,000		6	1	Motor boat stranded in gale; floated and towed to anchorage.
Mar. 31	Bonds (5)	Martique Bar	M. L. Lee (schooner)	28	2,000	1,000	3	1	Floats stranded schooner.
Apr. 1	Guard.	San Juan Channel	Royal (steamer).	59	12,000	1,200	7	1	Floats tug set on reef by strong wind and tide.
Do.	Plum Island (2)	Off station.	Sailboat.		20		1	1	Capsized; rescued man from water and brought boat ashore.
Do.	Sabine Pass (9)	do.	Motor boat.		150		1	1	Disabled and stranded; hauled off and towed to wharf.
Apr. 2	Stratmouth (2)	Thatchers Island.	do.		500		7	1	Stranded; hauled passengers and stranded boat to deep water.
Do.	Rockaway (4)	East Rock away Shoals.	Ono (motor boat).	7	5,000		2	1	Stranded; planted kegs and hauled off.
Do.	Portsmouth (7)	Off station.	Albatross (motor boat)	7	1,500	40	2	1	Stranded; hauled to deep water.
Apr. 3	Aushnet.	Hyannis.	Geo. Churchman (schooner)	281	3,000		5	1	Vessel on end of breakwater; floated.
Do.	Gloucester (2)	Ten Pound Island.	Camp and Muldred (steamer).	22	9,000	2,000			Parted moorings and was blown ashore during heavy gale and sunstorm; hauled afloat and towed back to harbor.
Do.	Highland (2); High Head (2) and (2); Haguen River (2); High Head (2); Kil Devil Hills (7).	Off station.	Tunnel Ridge (barge)	911			5	5	Stranded in gale, total loss, 5 persons landed by means of breeches buoy.
Do.		do.	Manheim (barge).	955			5	5	Stranded in gale; total loss, 5 men rescued by breeches buoy and cared for.
Do.		do.	The Josephine (schooner).	639			7	4	Total loss; unable to get line shot to them; 2 men rescued from surf and 2 taken off wreck; 3 drowned.
Do.	Port Allerton (2)	Hull Bay	Motor boat.		275				Drifting in safe place; anchor, line run and boat dragged in.
Do.	False Cape (7); Little Island (7).	Off station.	Edward Luckenbach (steamer).	401			17	2	Wrecked; total loss, 1 man rescued from surf and 1 taken off mast and rescued.
Do.	Zechs Inlet (4)	do.	Lillie (motor boat)		3,000		9		Stranded; hauled off to deep water.
Do.	Harvey Cedars (5)	Bay shore.	Patience (catboat)		500		3		Stranded; hauled to deep water.
Do.	Atlantic City (5)	Inlet wharf.	Len V. Stephens (sloop).	13	3,000				Anchored in rough sea, sinking; beached vessel and kept pumped until storm abated.
Do.	Barnegat (5)	Barnegat Inlet.	Togo (motor catboat).		300				Dragged anchors; stranded; worked into deep water.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
Apr. 3.....	Wachapreague (6).....	Wachapreague Inlet.	Ethel (motor boat).		Oysters and clams.	\$700					Dragged anchor; drifting to sea during gale, towed to safety.
Do.....	Metomkin Inlet (6).....	On meadow.....	Sloop.....			150	\$20	5	4	4	Stranded during gale; man, woman and 2 children succored; later floated vessel.
Do.....	Wash Woods (7); False Cape (7); Pennys Hill (7).....	Off station.....	Wm. H. Macy (schooner).	2,163				4	4	2	Stranded in gale; vessel lost; 4 men rescued by the breeches buoy.
Do.....	Gull Shoal (7); Little Kinnebeck (7); Chismocomulco (7).....	do.....	Loring C. Ballard (schooner).	660	Ballast.			7	7	7	Stranded in hurricane; vessel lost; 7 rescued by breeches buoy.
Apr. 4.....	Mohawk.....	New York.....	Jessie (sloop).....	50		500					Scow swept to sea in heavy gale and snowstorm; picked up and towed into port.
Do.....	White Head (1).....	Off station.....	Motor boat.....			100					Sunk at moorings; raised, bailed, and anchored in safe place.
Do.....	Daniscove Island (1).....	do.....	do.....			300					Sunk at mooring; raised, bailed, and secured in safe place.
Do.....	Highland (2); High Head (2); Panmet River (2).....	do.....	Coleraine (barge).....	954				5	5	5	Stranded in gale; vessel lost; 5 rescued by breeches buoy.
Do.....	Fort Lauderdale (8).....	New River.....	Elizabeth Adams (motor boat).			2,000		2			Stranded; hauled off and piloted to harbor.
Do.....	Louisville (10).....	Off station.....	Gus (coal flat).....		Slack coal.	600	60	7	7		Being carried over falls by strong current; towed to safe mooring.
Apr. 4-5.....	Onondaga.....	North Carolina coast.	Childs H. Arnold (schooner).	674	Railroad ties.	35,000	15,000	8			Leaking; rigging carried away; anchor lost; towed inside Chesapeake Capes.
Apr. 5.....	Rockaway (4).....	East Rockaway Inlet.	Valentine Koon (motor boat).	17	Oysters.	2,000	665	2			Stranded; lighted cargo and floated.
Do.....	Core Bank (7).....	White Point.....	Motor boat.....			300		1			Anchored; fuel exhausted; towed to harbor.

Do.	Louisville (10).....	Off station.	Little Jumbo (coal tug).	.....	500	.....	7	Adrift; towed to safe moorings.
Do.	Cleveland (10).....	do.	Penobscot (steam- er).	309	10,000	.....	9	Adrift; engine disabled; towed to har- bor.
Apr. 6.	Yamacraw.....	South Carolina coast.	Tampico (barge).	1,674	100,000	17,000	13	Adrift; searched for; found; and towed to Charleston Light Vessel.
Do.	Louisville (10).....	Off station.	T. T. (skiff).	.....	15	.....	2	Being carried over falls; towed to safety.
Do.	South Haven (12).....	do.	Diamond (motor boat).	9	.....	.....	2	Engine disabled; vessel stranded and became waterlogged; crew of 2 taken to safety; vessel later pulled aloft by tug.
Do.	Coquille River (13).....	Near Coquille River bar.	Speedwell (steam- er).	914	125,000	.....	37	Stranded on sand spit in very bad weather; ran lines and assisted in floating.
Apr. 7.	Onondaga.....	Lynnhaven Roads	Baker Palmer (schooner).	2,800	60,000	12,000	13	Aground in open roadstead; floated.
Do.	Asstague Beach (6); Wallops Beach (6).	Fox Shoal.....	Bill Nye (schoon- er).	76	3,500	400	4	Stranded; planted anchors and hauled vessel into channel.
Do.	Louisville (10).....	Above falls.	Skiff.....	.....	5	.....	2	Two intoxicated men being carried over falls; towed to safety.
Do.	Beaver Island (12).....	Maulton Island.....	Lille and May (motor boat).	12	2,600	.....	6	Aided crew in extinguishing fire on board.
Apr. 10.	North Scituate (2).....	Off station.	Motor boat.....	.....	500	20	1	Engine disabled; drifting; towed to safety.
Do.	Barnegat (5); Forked River (5); Loveladies Island (5); Metomkin Inlet (6).	Barnegat Shoals.....	Flora A. Kimball (schooner).	401	.....	.....	7	Stranded; crew rescued and cared for at station.
Do.	.....	Off station.	Motor boat.....	.....	300	.....	3	Engine disabled; towed to harbor.
Do.	Cleveland (10).....	do.	Lewis M. (motor boat).	2	400	.....	2	Disabled and afire; towed to harbor and fire extinguished.
Do.	Erle (10).....	do.	Motor boat.....	20	1,600	.....	2	Stranded; hauled off and towed to wharf.
Do.	do.	do.	Flora (motor boat).	.....	200	.....	2	Do.
Do.	do.	Erle Bay.....	Sloop.....	.....	100	.....	3	Stranded; sails carried away; hauled off and towed to safety.
Do.	South Haven (12).....	Off station.	Cracker Jack (mo- tor boat).	.....	500	.....	2	Adrift; engine disabled; towed to harbor.
Apr. 11.	Ocean City (6).....	Synepuxent Bay.....	Shamrock (sloop).	.....	500	50	2	Standard; lightered and floated vessel; 2 men cared for and furnished cloth- ing.
Do.	Old Chicago (12).....	Off station.	McGinty (motor boat).	.....	100	.....	2	Disabled and drifting 12 miles off shore; men suffering from cold and exhaus- tion; boat and men taken ashore.
Apr. 13.	Guard.....	San Juan Channel.	Seaborn. (motor boat).	.....	600	.....	1	Adrift; gasoline exhausted; towed to Friday Harbor.
Do.	Oak Island (4); Fire Island (4).	Fire Island Bar.....	Nelson (schooner).	34	1,500	1,000	2	Aground on bar; hauled to deep water.
Do.	Atlantic City (5).....	Abasco Inlet.....	Hester (motor boat).	14	2,000	.....	5	Stranded; hauled off to deep water.
Do.	Manistee (12).....	Off station.	Motor boat.....	.....	800	20	2	Engine disabled; towed to wharf.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
Apr. 14.	Acushnet.	Falmouth Harbor.	B. H. Warford (schooner).	203	Coal.	\$2,000	\$1,500	4			Floated vessel aground at harbor entrance.
Do.	Gull Shoal (7).	Scotts Reef.	Chilton Bros. (schooner).	10	General cargo.	600	400	2			Stranded; planted kedge and floated.
Apr. 15.	Sturgeon Bay Canal (12).	Off station.	Arrow (motor boat).		General merchandise.	600	650	4			Stranded; hauled into deep water.
Apr. 15-16.	Acushnet.	Nantucket Sound.	George E. Kinck (schooner).	560	Paving stone.	25,000	8,000	6	6		On shoal and pounding; heavy weather; floated and towed to safety.
Apr. 16.	Sturgeon Bay Canal (12).	Off station.	Mary Ludwig (schooner).	68		500		3			Stranded; hauled to deep water and piloted through difficult channel.
Do.	Santa Rosa (9).	Pensacola Bay.	Marcellus (motor boat).			175		5			Fuel exhausted; towed to harbor.
Do.	Erie (10).	Erie Bay.	Crescent (motor boat).	6	Fish.	1,000	100	3			Engine disabled; towed to wharf.
Apr. 17.	Burnt Island (1).	Gurger River.	American Team (schooner).	371		3,000		5			Stranded; hauled into channel and towed to safe anchorage.
Do.	Ocracoke (7).	Blears Channel.	No. 337 (U. S. light-house tender).	200		250		1			Engine disabled; drifting; towed to harbor.
Apr. 18.	Snohomish.	Port Angeles.	Sloop.		Oysters.	200					On beach; floated by power launch.
Do.	Oak Island (4); Fire Island (4).	Fire Island Bar.	Annie E. Edwards (schooner).	61		3,000	1,800	3			Stranded; aided vessel's crew in planting anchors and hauling vessel to deep water.
Do.	Cleveland (10).	Breakwater.							2		2 boys marooned on breakwater taken to shore.
Apr. 18-19.	Pamlico.	Pamlico Sound.	Estella (schooner).	40	Fertilizer.	1,200	1,500	2			Ashore and leaking badly; lightered cargo; floated and towed to safety.
Apr. 19.	Aracata.	Puget Sound.	Patrol (motor boat).			1,200		4			Engine disabled; towed to Seattle.
Do.	Winona.	Mobile, Ala.	Isabella (steamer).		General.	300,000	130,000	34			Aground in Mobile Channel; floated.
Apr. 20.	Forthmouth Harbor (1).	Odornes Point.	Motor boat.	1,942		150		1			Fuel exhausted; drifting; towed to wharf.
Do.	Old Chicago (12).	Off station.	Raboca (motor boat).	39		6,000		3	3		Disabled and adrift in choppy sea; towed to safe anchorage.

Do.	Fort Point (13)	Off exposition grounds.	Robert Fowler No. 1 hydroaeroplane.	#		6,000	2	1	Operator rescued and machine towed to wharf; passenger picked up before crew arrived.
Do.	South Haven (12)	Off station.	Gorilla (motor boat).	11		800	2		Anchored, disabled, 7 miles from shore; towed to harbor.
Apr. 20-21.	Snohomish.	Puget Sound.	Albatross (motor boat).	40	Fish.	15,000	13	13	Ashore and adrift; fire extinguished and vessel floated after great difficulty.
Apr. 22.	Jones Beach (4)	Bulk Head.	Kathleen (motor boat).	9	Oysters.	1,600	200	2	Disabled motor boat towed to harbor and engine repaired.
Do.	Michigan City (12)	Off station.	Helen R. (motor boat).			250	3		Disabled motor boat towed to port.
Do.	Yacquina Bay (13)	do.	Skiff.			25	1		Skiff in danger of capsizing; towed clear.
Apr. 23.	Huntwells Beach (1).	Long Island.	Dory.			15	1	1	Dory with drunken occupant; towed to destination.
Do.	Erie Bay.	Spectacle Reef.	Sloop.			75			Capsized sloop; righted and towed in.
Do.	Hammond (11)		Emma B. (motor boat).	6	Fish.	1,500	150	4	Motor boat disabled at sea; towed in.
Do.	Pointe aux Barques (11).	Off station.	Ellen Gertrude (steamer).	14	Fish and nets.	1,500	500	7	Stranded tug furnished soundings, floated, and given sailing directions.
Apr. 24.	Portsmouth Harbor (1).	Rye Harbor.	Motor boat and tow.			2,000	2		Disabled; rope in propeller; towed in.
Do.	Rockaway (4)	East Rockaway Inlet.	Reaper (schooner).	42	Oysters.		880	3	Schooner wrecked; total loss; saved crew and major part of cargo.
Do.	Golden Gate (13)	In surf.						1	Woman attempting suicide rescued from surf.
Do.	Short Beach (4)	Swift Creek.	Kathleen (motor boat).	9	Oysters.	1,000	150	2	Stranded motor boat floated and cargo saved.
Do.	Sabine Pass (9)	Off station.	Zena (motor boat).			200	1		Disabled and stranded motor boat floated and towed in.
Do.	Marblehead (10)	do.	Lenora M. (motor boat).	7	Fish.	850	60	3	Motor boat out of fuel; towed to supply station; cargo, fish, saved.
Do.	St. Joseph (12)	do.	Crabbe (motor boat).		Nets and fish.	100	50	2	Disabled motor boat towed in; cargo saved.
Do.	Coquille River (13).	Coquille River Bar.	Randolph (motor boat).	42	Merchandise.	6,000	300	6	Auxiliary schooner capsized by breakers; 3 lives saved; 3 men, hull, and cargo lost.
Apr. 25.	Fort Macon (7)	In channel.						1	2 men overboard; 1 rescued and resuscitated at station; dragged for body of other.
Do.	Portsmouth Harbor (1).	Gerrish Island.	Dory.			50	1	1	Dory drifting to sea; towed to safety.
Do.	Sandy Hook (5)	Off station.	Kittie C. II. (motor boat).	2		900	4		Disabled motor boat towed in.
Do.	Fort Macon (7)	Fort Channel.	Bunce (motor boat).			300	3		Disabled motor boat towed to destination.
Do.	Duluth (11)	Off station.	Catboat.			20	2	2	Capsized catboat righted and towed in.
Do.	Jackson Park (12)	do.	(Cymric, 12 motor boats).			700	2	2	2 motor boats, disabled and drifting off shore; towed in.
Do.	do.	do.	(Sylbil, 5 motor boats).			200	5	5	Stranded sloop floated and towed in.
Apr. 26.	Hereford Inlet (5)	On beach.	Valleyria (sloop).			700	2	2	Motor boat stranded; floated and towed in.
			Motor boat.			300			

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
Apr. 27.....	Newburyport (2).....	Ipswich Bay.....	Marie (motor boat).....	.....	.....	\$1,750.....	.....	2.....	.....	2.....	Disabled motor boat towed in; occupants given succor.
Do.....	Jackson Park (12).....	Off station.....	.....	.....	.....	.....	.....	.....	1.....	1.....	Woman attempted suicide by drowning; rescued and taken to station.
Do.....	Evansston (12).....	Off Chicago.....	Sea Gull (sloop).....	.....	.....	300.....	.....	2.....	2.....	.....	Sloop, waterlogged and sails torn, in stiff wind and choppy sea; 2 boys rescued.
Do.....	Michigan City (12).....	Off station.....	Helen R. (motor boat).....	.....	.....	250.....	.....	3.....	.....	.....	Motorboat disabled at sea; towed in.
Apr. 28.....	Point Lookout (4).....	Dutch Gun Load.....	Kathleen (motor boat).....	9.....	Oysters.....	1,600.....	\$265.....	2.....	.....	.....	Stranded motor boat floated and cargo saved.
Do.....	Niagara (10).....	Sheals.....	K e y W e s t (steamer).....	2,000.....	Wheat.....	250,000.....	130,000.....	17.....	.....	.....	Stranded steamer; assisted to jettison part of cargo and to float.
Do.....	Jackson Park (12).....	Off station.....	Columbia (sloop).....	.....	.....	800.....	.....	4.....	.....	.....	Stranded on sand bar; hauled off and towed to harbor.
Apr. 29.....	City Point (2).....	.....do.....	Mabel E. (motor boat).....	.....	.....	1,000.....	.....	3.....	.....	.....	Drifting, disabled, towed to anchorage.
Do.....	Milwaukee (12).....	.....do.....	White Swan (motor boat).....	.....	Fish nets.....	600.....	150.....	3.....	3.....	.....	Disabled and drifting 6 miles from shore; towed to harbor.
Do.....	Humboldt Bay (13).....	Middle Sands.....	Motor boat.....	.....	.....	200.....	.....	.....	.....	.....	Broke mooring and stranded. Hauled off and anchored in safe place.
Apr. 30.....	Gloucester (2).....	At sea.....	.....do.....	.....	Fish.....	1,200.....	30.....	2.....	.....	.....	Drifting, leaky fuel tank; towed to harbor.
Do.....	Chester Shoal (8).....	Off station.....	Canoe.....	.....	.....	35.....	.....	3.....	2.....	.....	Swamped in surf. Rescued 2; other swam in.
Do.....	Manistee (12).....	.....do.....	Albert Ross (motor boat).....	.....	Fish and nets.....	900.....	50.....	2.....	.....	.....	Engine disabled; towed to harbor.
May 2.....	Galveston (9).....	Pelican Spit.....	Side Eye (sloop).....	.....	.....	75.....	.....	5.....	.....	.....	Towed stranded sloop off beach.
Do.....	Louisville (10).....	Near falls.....	River flat.....	.....	.....	2.....	.....	4.....	4.....	.....	Rescued 4 boys in boat in danger of going over falls.
May 3.....	Fort Macon (7).....	Beaufort Harbor.....	Holt (motor boat).....	6.....	.....	300.....	.....	3.....	.....	.....	Towed disabled motor boat to harbor.

Do.....	Harbor Beach (11).	Off station.....	Ponto (skiff).....	15	4	2	.....
May 4.....	Newburyport (2); Salisbury Beach (2).	Salisbury Beach.....	Uncle Ned (motor boat).	500	1	.....	Rescued 2 men from capsized skiff and recovered bodies of 2 others. Hauled stranded motor boat up on beach and later launched it.
Do.....	Saluria (9).....	Off station.....	Sylvia (motor boat).	900	.....	.....	Kedged stranded sloop off beach.
Do.....	Asthabula (10).....	do.....	Dorothy (motor boat).	600	.....	.....	Towed disabled motor boat to harbor.
Do.....	Tawas (11).....	Tawas Bay.....	Diamond (motor boat).	500	3	.....	Towed disabled motor boat to dock.
Do.....	Saluria (9).....	Off station.....	Aeneid (motor boat).	800	5	.....	Kedged stranded motor boat off beach.
May 5.....	Deal (5).....	Asbury Park.....	Motor boat.....	800	2	.....	Towed disabled motor boat to port.
Do.....	Cobb Island (6).....	Carvers Bar.....	Bessie Brown (schooner).	.....	6	.....	Took off crew of 6 from schooner stranded and breaking up.
Do.....	Core Bank (7).....	Core Sound.....	Motor boat.....	300	1	.....	Towed disabled motor boat to port.
Do.....	Sabine Pass (6).....	Off station.....	Florence (motor boat).	2,000	3	.....	Ran lines and assisted in digging out stranded motor boat.
Do.....	Oswego (10).....	East Cove.....	City of New York (steamer).	.....	8	3	Steamer burning at dock; assisted crew in getting ashore and called city fire department, which extinguished fire.
Do.....	Beaver Island (12).	Off station.....	Edna May (motor boat).	300	2	.....	Towed disabled motor boat to port.
May 6.....	Point Lookout (4).	Shell Creek.....	Motor boat.....	200	.....	.....	Floated stranded motor boat.
Do.....	Niagara (10).....	Lake Ontario.....	do.....	300	2	.....	Towed disabled motor boat to dock.
Do.....	Asthabula (10).....	Off station.....	Dorothy (motor boat).	600	3	.....	Towed disabled motor boat to port.
Do.....	St. Joseph (12).....	do.....	Silvers (motor boat).	800	2	.....	Do.
May 6-7.....	Snohomish.....	Ediz Hook.....	Yosemite (steam- er).	125,000	29	.....	Floated stranded steamer.
May 7.....	Ludington (12); Fentwater (12).	Kings Canyon.....	Pere Marquette, No. 7 (steam- ship).	15,000	16	.....	Assisted in floating stranded steamer.
May 7-8.....	Ludington (12); Fentwater (12); Tuscarora.	do.....	Marion (steamer).....	40,000	15	.....	Stranded steamer floated to deep water.
May 8.....	City Point (2).....	Off station.....	Dreamer (motor boat).	500	5	.....	Towed disabled motor boat to port.
Do.....	Erie (10).....	Lake Erie.....	Frost (tug).....	1,800	3	.....	Towed disabled tug to dock.
Do.....	Erie Bay.....	Erie Bay.....	Buffalo (tug).....	30,000	4	.....	Towed disabled tug to port.
Do.....	Racine (12).....	Off station.....	Canoe.....	25	1	1	Rescued man and canoe on lake in rough weather.
May 9.....	City Point (2).....	do.....	Evergreen (motor boat).	250	3	.....	Towed disabled motor boat to port.
Do.....	do.....	do.....	Susan B (motor boat).	500	5	.....	Towed disabled motor boat to dock.
Do.....	do.....	do.....	Motor boat.....	100	4	.....	Towed disabled motor boat to port.
Do.....	do.....	do.....	Bon Soir (sloop).....	500	8	.....	Towed disabled sloop into port.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
May 9.....	City Point (2).....	Off station.....	Sloop.....			\$100		2			Towed dismasted dloop into harbor.
Do.....	Gurnet (2).....	Duxbury.....	Dory.....			20		3	3		Towed dory with 3 girls to safety in bad weather.
Do.....	Point Allerton (2).....	Great Brewster.....	Eagle (motor boat).....			500		14			Towed disabled motor boat to harbor.
Do.....	Edsons Neck (4).....	Off station.....	Water Witch (motor boat).....			800		4			Towed disabled motor boat to station.
Do.....	Jones Beach (4).....	Minnie Hook Bar.....	Virginia (catboat).....			1,000					Recovered catboat which had broken her moorings.
Do.....	Cleveland (10).....	Breakwater.....	Junior (steamer).....	339	Sand.....			11	5		Rescued 5 men and recovered bodies of 2 drowned from steamer, which capsized and sunk.
Do.....	Manistee (12).....	Off station.....	Olivia (motor boat).....			400		2			Towed disabled motor boat into port.
Do.....	do.....	do.....	Rowboat.....			25		3	3		Rescued 3 boys in rowboat in dangerous position.
Do.....	Old Chicago (12).....	North Harbor Pier.....							1	1	Assisted in rescue of man who had fallen from pier into water; took him to station and gave him dry clothing.
May 10.....	Woodbury.....	Portland, Me.....	Emma W. Day (schooner).....	81	General.....	3,000	\$500.00	6			Schooner afire; extinguished and vessel kept free of water.
Do.....	Manomet Point (2).....	Off station.....	X V Z (motor boat).....			250		1			Towed in disabled motor boat.
Do.....	Ashtabula (10).....	do.....	Red Wing (motor boat).....		Fish.....	1,800	200.00	4			Towed disabled motor boat into harbor.
Do.....	Eagle Harbor (11).....	do.....	Dorothy K (motor boat).....	3		500		2			Do.
Do.....	Thunder Bay Island (11).....	do.....	Searchlight (motor boat).....		Raft of wood.....	200	135.00	2			Towed disabled motor boat and raft to dock.
Do.....	Milwaukee (12).....	Near station.....									Rescued in strig a man who had fallen overboard from a steamer.
May 11.....	City Point (2).....	Off station.....	Jahoe (motor boat).....			600			1		Towed disabled motor boat to harbor.
Do.....	Gurnet (2).....	Gurnet Creek.....	Motor boat.....			300		4			Raised sunken motor boat.

May 12	Burnt Island (1)	Port Clyde Harbor	Catherine A. Butler (motor boat).	21	3,000	2	Kedged off stranded schooner.
Do.	do.	Off station.	Motor boat.	...	300	1	Towed disabled motor boat to destination.
Do.	City Point (2)	do.	Catboat.	...	100	...	Towed drifting catboat to anchorage.
Do.	do.	do.	Hummer (sloop).	...	250	...	Towed drifting sloop to safe anchorage.
Do.	do.	do.	Annie C. (motor boat).	...	500	...	Towed drifting motor boat to safe mooring.
Do.	do.	do.	Motor boat.	...	250	...	Towed drifting motor boat to safe mooring.
Do.	do.	do.	Acolons (yawl).	...	500	...	Towed drifting yawl to safe mooring.
Do.	Gurnet (2).	do.	Motor boat.	...	55	1	Towed sinking motor boat to beach and made temporary repairs.
Do.	Fire Island (4).	Fire Island Inlet.	Helena motor boat.	...	300	2	Hauled stranded motor boat off beach.
Do.	Two Heart River (11).	Off station.	Motor boat.	Provisions.	200	4	Released stranded motor boat.
Do.	Duluth (11).	Duluth Canal.	do.	...	150	3	Towed disabled motor boat into harbor.
Do.	Point Bonita (13).	Gravelly Beach.	do.	2	600	4	Hauled stranded motor boat belonging to Army engineers off beach.
May 13	City Point (2)	Off station.	Sloop.	...	200	2	Rescued 2 men from capsized boat and towed it to port.
Do.	Gurnet (2).	Saguish Head.	Motor boat.	...	100	1	Towed disabled motor boat to wharf.
Do.	Brazos (9).	Brazos Santiago Bar.	Martha J. (motor boat).	Divers' gear.	2,000	4	Towed disabled motor boat into harbor.
Do.	Kenosha (12).	South harbor pier.	...	...	...	1	Rescued from drowning boy who had fallen off pier, took him to station, and gave him dry clothing, etc.
May 13-14.	Acushnet.	Vineyard Haven.	Harry Miller (schooner).	Coal.	8,000	6	Aground, floated into deep water.
May 14.	City Point (2).	Off station.	Motor boat.	...	300	...	Towed drifting motor boat to dock.
Do.	Cape Disappointment (13).	Republic Spit.	do.	Gill net.	700	2	Hauled stranded motor boat off beach.
May 15.	Point Allerton (2).	Off station.	U-bedam (motor boat).	...	200	1	Towed drifting motor boat to mooring.
Do.	Fairport (10).	do.	Beate W. (motor boat).	Fish.	150	2	Towed broken-down motor boat to dock.
Do.	Muskegon (12).	do.	Hannah T. (sloop).	Fish and tow.	700	3	Towed motor boat and tow into port against strong breeze.
Do.	South Chicago (12).	Calumet Harbor.	Frances (sloop).	...	500	2	Sloop yacht driving helplessly onto beach water; towed to safety.
May 16.	White Head (1).	Off station.	Motor boat.	Fishing gear.	125	1	Towed broken-down motor boat to wharf.
Do.	Gurnet (2).	Cape Cod Bay.	do.	Fish.	400	3	Towed disabled motor boat to dock.
Do.	Newburyport (2).	Plum Island.	Pyro (motor boat).	...	500	6	Released and repaired stranded motor boat.
Do.	Rockaway Point (4).	Off station.	See Gull (motor boat).	...	600	4	Launched and repaired stranded and disabled motor boat.
Do.	Cleveland (10).	On breakwater.	Bella (motor boat).	2	500	3	Towed disabled motor boat to port.
Do.	Charlotte (10).	Off station.	Windor (steamer).	193	7,000	6	Kedged stranded ferry steamer off stony bottom.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
May 16	Milwaukee (12)	Milwaukee Bay	Badger (motor boat)			\$500		5			Towed in broken-down motor boat and repaired engine.
Do.	South Chicago (12)	Off station.	Tennis (sloop)			1,000		7	7		Drifting before wind with sails blown away; 7 persons aboard badly frightened; towed to safe harbor.
Do.	Point Adams (13)	Hammond Beach.	Motor boat		Fish net.	900					Hauled stranded motor boat off beach.
May 17	Woodbury	Portland, Me.							1		Man overboard in harbor picked up and taken to Woodbury.
May 18	Portsmouth Harbor (1)	Off station.	Motor boat			200		1			Towed broken-down motor boat to destination.
Do.	Niagara (10)	Fort Niagara Beach.	Julia S. (motor boat)	8		500		3			Towed disabled motor boat to destination.
Do.	Grand Marais (11)	Off station.	Mary (motor boat)	5	Fish nets	500	\$500	3			Towed disabled motor boat to dock.
May 21	City Point (2)	Head House Beach.	Alice (motor boat)			500		2			Hauled stranded motor boat off beach.
Do.	Fourth Cliff (2)	North River.	Motor boat	1½	Fish	250		2			Towed disabled motor boat to mooring.
Do.	Tawas (11)	Tawas Point.	Greyhound (motor boat)	4	do.	500	100	2	2		Took 2 men off stranded power boat and when weather moderated hauled boat off beach.
Do.	Evans (12)	Gross Point Light.	Skiff			25		2	2		Rescued 2 boys adrift in open skiff without oars.
Do.	Michigan City (12)	Off station.	2 rowboats			33		2	2		During high southwest wind towed 2 rowboats adrift with man in each to station.
Do.	do.	do.	Comet (motor boat)			150		5			Towed broken-down motor boat to harbor.
Do.	do.	Near station.							4		Four men marooned on breakwater taken to place of safety.
Do.	Milwaukee (12)	McKinley Park	Merlin (schooner)	21		250					Assisted in running lines and hauling stranded yacht off beach.
May 22	Point Lookout (4)	Elder Island	Fanita (motor boat)	120		1,500		1			Hauled stranded motor boat off beach.

Do.....	Marblehead (10)...	Off station.....	Motor boat.....	1½	.....	400	3	.....	Disabled launch, rough sea, towed to safety.
Do.....	Jackson Park (12)...	do.....	Mildred II (sloop)...	.....	.....	600	4	.....	Hauled stranded motor boat off bar.
Do.....	Cos Bay (13).....	do.....	Claremont (steam- er).....	747	Miscellaneous	.....	24	23	Took 23 passengers off stranded steamer with breeches buoy.
May 23.....	Fletcher's Neck (1)...	Gooseberry Island Bar.....	Motor boat.....	.....	.....	600	3	.....	Hauled stranded motor boat off beach.
Do.....	Sandy Hook (5).....	Hook Bay.....	do.....	.....	.....	200	2	.....	Hauled disabled stranded motor boat off beach.
Do.....	Louisville (10).....	Cross dam of falls.....	Flat.....	.....	.....	10	3	3	Inexperienced in rowing and in very dangerous water; picked up and towed into safe water.
Do.....	Marblehead (10)...	Off station.....	Motor boat.....	4	.....	1,500	5	.....	Towed disabled motor boat into harbor.
Do.....	Lorain (10).....	Near station.....	.....	.....	.....	.....	.....	1	Rescued girl who was attempting to drown herself; gave resuscitative treatment, etc., and turned her over to her mother.
Do.....	Duluth (11).....	Basin.....	Motor boat.....	.....	.....	75	2	1	Towed disabled motor boat to dock.
Do.....	Racine (12).....	South pier.....	.....	.....	.....	.....	.....	1	Rescued from drowning man who had fallen off pier; took him to station, wrapped him in blankets, put him to bed, and gave him dry clothing.
May 24.....	Cape Disappointment Point (13).....	Off station.....	Motor boat.....	4	Gill net	650	300	2	Motor boat drifting on rocks towed to safety.
May 25.....	Madaket (2).....	Smith Point Chan- nel.....	do.....	.....	.....	200	2	.....	Hauled stranded power dory off beach and into port.
Do.....	Ocean City (5).....	Off station.....	Lucy M. (motor boat).....	.....	.....	75	2	2	Hauled stranded motor boat up on beach and cared for crew.
Do.....	Tawas (11).....	do.....	D. A. Trumpour (motor boat).....	10	.....	1,000	3	.....	Towed disabled motor fish tug into port.
Do.....	Two Heart River (11).....	do.....	H. D. (motor boat)	4	.....	1,200	4	2	Took 2 men off swamped motor boat and later hauled boat up on beach to safety.
Do.....	Michigan City (12)...	Near station.....	.....	.....	.....	.....	.....	1	Took to safety man marooned on break- water, his boat having gone adrift.
Do.....	Cape Disappoint- ment (13).....	Sand Island.....	Motor boat.....	4	Gill net	700	350	2	Towed stranded motor boat off beach.
May 26.....	Huntwells Beach (1).....	Near Black Rocks.....	Hayden (motor boat).....	1	.....	2,000	1	1	Adrift at sea near lee shore; engine dis- abled; stormy weather; picked up, brought to station, and engine repaired.
Do.....	City Point (2).....	Pleasure Bay.....	Arab (sloop).....	.....	.....	600	.....	.....	Towed drifting sloop to safe anchorage.
Do.....	Harbor Beach (11)...	Sand bar.....	Eva (motor boat)...	.....	.....	250	.....	.....	Towed stranded motor fish boat off beach.
Do.....	Thunder Bay Is- land (11).....	Off station.....	Petrina (motor boat).....	.....	.....	3,000	3	.....	Hauled stranded motor boat off beach and assisted making slight repairs.
Do.....	Duluth (11).....	Harbor basin.....	Motor boat.....	.....	.....	800	.....	.....	Towed launch adrift back to mooring.
Do.....	Port Austin (11)...	Off station.....	Monarch (motor boat).....	5	.....	1,500	.....	.....	Carried out extra anchor for motor boat drifting on beach, and hauled another one up on beach.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
May 26.....	Plum Island (12).....	Off station.....	Lucille (motor boat).....	18	Lumber.....	\$800	\$400	2	.....	.....	Towed disabled motor boat into port.
Do.....	Point Bonita (13).....	Off Point Diablo.....	Kid (motor boat).....	2	.....	450	.....	4	.....	.....	Hauled stranded motor boat off beach.
May 27.....	Daniscove Island (1).....	Off station.....	Louise (motor boat).....	.....	.....	200	.....	1	.....	.....	Hauled stranded motor boat up on beach and later launched it.
Do.....	City Point (2).....	Neponset River.....	Marz (schooner).....	.....	.....	300	.....	5	.....	.....	Towed stranded schooner yacht off beach.
Do.....	Sullivan Island (9).....	Free Point Shoals.....	Little Baby (sloop).....	.....	.....	100	.....	2	2	.....	Hauled sloop with 2 men to safety out of dangerous breakers.
Do.....	do.....	do.....	Fish boat.....	.....	.....	100	.....	2	2	.....	Hauled to safety in sinking condition together with Little Baby (above).
Do.....	Erle (10).....	Off station.....	Jay-Dee (motor boat).....	5	.....	1,500	.....	8	6	.....	Took 6 persons from stranded motor boat and hauled boat off.
Do.....	do.....	Erle Bay.....	Motor boat.....	.....	.....	100	.....	3	.....	.....	Disabled motor boat towed to dock.
Do.....	Ludington (12).....	Off station.....	Laurie (motor boat).....	5	Gravel.....	700	5	2	.....	.....	Towed disabled motor boat and scow to dock.
May 28.....	Sullivan Island (9).....	Morris Island.....	Bateau.....	.....	.....	50	.....	4	.....	.....	Took 4 men off island where they had taken refuge in bad weather and recovered their boat.
Do.....	do.....	do.....	Hester (sloop).....	.....	.....	100	.....	3	.....	.....	Took 3 men off island where they had taken refuge and helped launch their boat.
Do.....	Muskegon (12).....	Off station.....	Beulah Parker (motor boat).....	.....	.....	1,000	.....	2	.....	.....	Searched for and found stranded motor boat, hauled her off.
Do.....	Cape Disappointment (13).....	do.....	Motor boat.....	5	Gill net.....	800	350	2	.....	.....	Towed disabled motor boat out of breakers to safety.
May 28-29.....	Achenet, Monocoy (2).....	Follock Rip Slue.....	Mary E. Pennell (schooner).....	251	Lumber.....	1,500	3,000	6	.....	.....	Schooner leaking badly from grounding towed to harbor. Station crew manned pumps and notified cutter.
May 29.....	City Point (2).....	Spectacle Island.....	Grande (sloop).....	.....	.....	400	.....	.....	.....	.....	Hauled sloop off rocks and beached her in safe place.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
June 2.....	City Point (2).....	Pleasure Bay.....	Seafarer (schooner)			\$5,000		3			Schooner dragging anchor in high wind, rough sea; towed to safety.
Do.....	do.....	do.....	Evelyn B. (yawl).			400		2			Yawl stranded, high wind, rough; floated and towed in.
Do.....	Mommouth Beach (5).	Seabright.....	Zanth (motor boat)	847		600		2	2	2	Auxiliary stranded and broke up; 2 men saved from surf and furnished with dry clothing.
Do.....	Muskegon (12).	Off station.....	Helen (motor boat)			900		2			Disabled motor boat drifting offshore in strong wind; towed in.
June 3.....	City Point (2)	Cow pasture.....	Sloop.....			500					Stranded ship floated and towed in.
Do.....	Lone Hill (4).	Great South Bay.....	Turtle (motor boat)	24		5,000		3		3	Stranded motor boat with tow; assisted to float and furnished succor.
Do.....	Point of Woods (4).	Off station.....	Water Wagon (motor boat).	2		400					Stranded motor boat floated and turned over.
Do.....	Cape Fear (7) Oak Island (7), Seminoe (8).	Frying Pan Shoal.	Carrie Strong (schooner).	473		10,000		7			Schooner ashore; floated after 2 days' towing operations; station crews assisting Seminoe and tug with lines.
Do.....	Santa Rosa (9).....	Pensacola Harbor.	Sylvia H. (motor boat).		Fish.....	1,500	\$80	6			Disabled motor boat towed in; cargo of fish saved.
Do.....	Cleveland (10).....	West pier.....							1		Man rendered unconscious by head striking pier in falling therefrom into the water; rescued and sent to hospital.
Do.....	Michigan City (12).	Off station.....	Ora et Labara (motor boat).	9		1,200		3			Floated motor boat stranded during fog.
Do.....	Racine (12).....	South pier.....							1	1	Rescued man who had fallen off pier into water; gave him dry clothing etc.
Do.....	Cape Disappointment (13).	Peacock Spit.....	Motor boat.....	4	Gill net.....	600	350	2	2	2	Motor boat capsized in surf; 2 saved; boat and nets recovered, towed in; furnished succor.
Do.....	do.....	do.....	do.....	5	do.....	850	400	2			Stranded motor boat towed to safety; nets recovered and delivered.

June 4.....	Cleveland (10).....	Off station.....	Blue Bird (motor boat).....	1	.....	500	.....	2	2	.....	Disabled motor boat and 2 occupants saved from danger.
June 5.....	Apache.....	Baltimore.....	Vesta (motor boat).....	10	.....	.....	.....	1	1	1	Motor boat on fire; rescued master, gave him first aid and sent to hospital.
Do.....	Louisville (10).....	Off station.....	E. L. A. (motor boat).....	.....	.....	350	.....	3	3	.....	Disabled motor boat adrift above falls; towed to safety.
Do.....	Tawas (11).....	Tawas Bay.....	Francis W. (motor boat).....	4	.....	150	.....	6	.....	.....	Towed in disabled motor boat.
Do.....	Plum Island (12).....	11-foot Shoal.....	G e t y s b u r g (steamer).....	832	Lumber.....	8,000	14,000	13	.....	.....	Assisted in lightering part of cargo of stranded steamer; floated with aid of tug.
June 6.....	City Point (2).....	Thompsons Island.....	Elizabeth (motor boat).....	.....	.....	1,000	.....	9	.....	.....	Floated stranded motor boat.
Do.....	Oswego (10).....	Off station.....	Alice (motor boat).....	.....	.....	800	.....	3	.....	.....	Disabled motor boat towed to safety.
Do.....	Louisville (10).....	do.....	River flat.....	.....	.....	3	.....	3	3	.....	River flat carried down falls, sinking condition; father and 2 children saved from drowning.
Do.....	Hammond (11).....	do.....	Jessie (motor boat).....	1,400	.....	300	.....	5	.....	5	Drenched occupants of motor boat furnished succor.
June 7.....	Onondaga.....	False Cape.....	C. C. Wehrum (schooner).....	385	Lumber.....	10,000	12,000	7	7	7	Took off crew from waterlogged schooner and succored until gale abated, when vessel was towed to Hampton Roads.
June 8.....	Great Egg (5).....	Inlet.....	Wm. Coleman (tug).....	21	.....	1,500	.....	3	.....	.....	Planted anchors for stranded tug and floated after much work.
June 9.....	White Head (1).....	Asp Island.....	F. M. Smith (scow).....	.....	Wood.....	300	50	2	.....	.....	Scow, towboat disabled; towed to safety.
Do.....	Duluth (11).....	Off station.....	Inquisitive (motor boat).....	.....	.....	1,500	.....	9	.....	.....	Towed in disabled motor boat.
Do.....	Humboldt Bay (13).....	Samoa Beach.....	Motor boat.....	.....	.....	500	.....	4	4	4	Disabled near edge of surf; boat and 4 occupants rescued from peril and furnished succor.
June 10.....	South Manitou Island (12).....	Off station.....	R o s a B e l l e (schooner).....	115	.....	1,000	.....	4	.....	.....	Dragging anchor in fresh wind; towed to anchorage.
Do.....	Sturgeon Bay (12).....	do.....	H. J. Davis (motor boat).....	45	Maple wood.....	3,000	275	3	.....	.....	Floated stranded motor boat.
Do.....	Point Adams (13).....	Peachcock Spit.....	No. 16 (barge).....	.....	Sawdust.....	2,000	100	.....	.....	.....	Barge drifting into breakers; saved by towing until tug arrived.
June 11.....	City Point (2).....	Off station.....	Kalitan (sloop).....	.....	.....	400	.....	.....	.....	.....	Sloop at mooring; rigging loose, mast unshipped; secured.
June 12.....	Long Beach (5).....	do.....	Ida Mae (motor boat).....	3	.....	500	.....	10	.....	.....	Disabled motor boat with 10 occupants towed to safety.
Do.....	Grand Haven (12).....	do.....	Motor boat.....	3	.....	120	.....	2	.....	.....	Motor boat disabled in fresh wind; moderate sea; towed in.
Do.....	Jackson Park (12).....	do.....	Amarillo (motor boat).....	.....	.....	500	.....	6	.....	.....	Disabled motor boat; fresh wind, moderate sea; danger of stranding; towed in.
Do.....	do.....	do.....	Apache (sloop).....	.....	.....	600	.....	6	.....	.....	Stranded sloop, heavy wind; floated and moored.
Do.....	Old Chicago (12).....	do.....	Red Crown (motor boat).....	8	.....	1,100	.....	3	3	3	Disabled motor boat, high wind and sea; boat and crew saved from peril.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
June 12.....	Old Chicago (12).....	Off station.....	Texaco (motor boat).	.....	Gasoline and oil	\$1,600	\$200	3	3	.....	Disabled motor boat in high wind and sea, pounding against pier; boat crew and cargo saved from imminent peril.
June 13.....	Cuttyhunk (2).....	do.....	Swan (motorboat).	8	Fish.....	1,500	400	3	.....	.....	Stranded motor boat; floated and towed in.
Do.....	Gloucester (2).....	do.....	Grace (motor boat)	.....	.....	500	.....	4	.....	.....	Disabled motor boat anchored in dangerous position; towed in.
Do.....	.....do.....	Grapevine Cove.....	Motor boat.....	.....	Fish.....	125	5	2	.....	.....	Disabled motor boat, strong wind; towed from rocky lee shore.
Do.....	City Point (2).....	Pleasure Pier.....	Sentinel (sailboat).	.....	.....	750	.....	14	.....	.....	Disabled; towed in.
Do.....	Ocracoke (7).....	Portgee Shoal.....	Motor boat.....	.....	.....	250	.....	3	3	.....	Broke moorings, 3 occupants left on shore; recovered boat and rescued men.
Do.....	Cleveland (10).....	Off station.....	Lozier II (motor boat).	2	.....	2,000	.....	4	4	.....	Helpless in gale; towed to safety.
Do.....	Evansston (12), Rogers Park (12),	Edgewater.....	Motor boat.....	.....	.....	150	.....	2	2	.....	Man and boy rescued from small motor boat drifting offshore and boat towed in.
June 14.....	Fire Island (4).....	Off station.....	S. S andholm (motor boat).	.....	.....	250	.....	4	.....	.....	Motor boat stranded with 4 passengers; landed 2; floated boat and furnished with gasoline.
Do.....	Charlotte (10).....	Windsor Beach.....	Hydroaeroplane.....	.....	.....	1,000	.....	2	2	.....	Hydroaeroplane with 2 men fell into lake; men rescued and craft towed to shore.
Do.....	Nome (13).....	Snake River.....	Ram (motor boat).	14	.....	3,500	.....	4	.....	.....	Engine disabled, moored in dangerous location; towed to safe anchorage.
Do.....	.....do.....	do.....	Diamond L. (motor boat).	13	.....	3,000	.....	3	.....	.....	Engine disabled, moored in dangerous water; towed to safe anchorage.
June 15.....	Cleveland (10).....	Off station.....	Van D. (motor boat).	8	Provisions.....	1,600	20	6	.....	6	Obtained fuel for launch with supply exhausted and transferred passengers.
Do.....	Duluth (11).....	do.....	Motor boat.....	.....	.....	100	.....	1	.....	.....	Disabled launch drifting ashore; towed to safety.

June 16.....	Isles of Shoals (1).....	do.....	Nora B. Robinson (motor boat).	5	Fish.....	3,800	140	7	Disabled motor seiner; towed to dock where repairs could be made.
Do.....	Chester Shoal (8).....	Banana Creek.....	Olga (house-boat).	7	.....	200	.....	2	Stranded house-boat; floated and towed to station.
Do.....	Niagara (10).....	Off station.....	Rowboat.....	.....	.....	35	1	1	Rescued man from rowboat; lak rough.
Do.....	Duluth (11).....	do.....	Skiff.....	.....	.....	30	1	1	Man in skiff being blown offshore; rescued.
Do.....	Hammond (11).....	Lake Breeze.....	Motor boat.....	7	Camp supplies.	200	50	3	Saliboat, upset; rescued crew of 3, righted and bailed boat, and assisted in making repairs.
Do.....	Cape Disappointment (13).....	Peacock Spit.....	do.....	5	Gill net.....	700	350	2	Fishboat in dangerous position, with propeller fouled; towed to station and cleared propeller.
Do.....	do.....	do.....	2 motor boats.....	{ 4	} Gill nets.....	650	350	2	{ Towed stranded fishboats to safety and recovered nets.
June 17.....	Marblehead (10).....	Off station.....	Rowboat.....	{ 4		800	300	2	
Do.....	Frankfort (12).....	do.....	Marie M. (motor boat).	15	.....	50	.....	4	Four intoxicated men rescued from rowboat in rough sea.
Do.....	Holland (12).....	do.....	Ideal (motor boat).	.....	.....	500	.....	4	Motor boat out of fuel in Lake Michigan; towed to port where supply could be had.
Do.....	Point Bonita (13).....	Seal Rocks.....	Motor boat.....	.....	.....	140	.....	2	Stranded motor boat floated and towed to station.
June 18.....	Cleveland (10).....	Off station.....	No. 69 (rowboat).....	1	.....	600	.....	2	Motor boat out of fuel; dangerous position; towed to destination.
Do.....	Lorain (10).....	do.....	Lily S. (motor boat).	.....	.....	40	.....	2	Two men in rowboat unable to make headway against current; towed to shore.
Do.....	Frankfort (12).....	North Pier.....	Mary Ludwig (schooner).	68	Potatoes.....	2,500	.....	5	Disabled motor boat adrift; towed in.
Do.....	Jackson Park (12).....	Off station.....	No. 56 (rowboat).....	.....	.....	400	750	3	Schooner pounding against pier; strong wind and sea; towed to safe berth.
June 19.....	City Point (2).....	Thompsons Island.....	Ruth (sloop).....	.....	.....	15	.....	2	Two boys adrift on lake in rowboat and unable to return; towed in.
Do.....	Point Lookout (4).....	Jones Inlet.....	Foxy Grandpa (motor boat).	6	.....	100	.....	1	Rescued man from capsized sloop; towed sloop to beach, righted and bailed.
Do.....	Sandy Hook (5).....	Off station.....	Winona (motor boat).	5	.....	2,000	.....	19	Transferred passengers of stranded motor boat to shore and assisted in floating.
Do.....	Sabine Pass (9).....	In Pass.....	Reller (motor boat).	18	.....	800	.....	14	Assisted in floating stranded motor boat.
Do.....	Cleveland (10).....	Off station.....	Marie (motor boat).	18	.....	4,000	.....	4	Motor boat disabled and adrift; towed in.
Do.....	Holland (12).....	Breakwater.....	Rowboat.....	.....	.....	1,950	.....	5	Motor boat disabled and leaking; taken to safety.
Do.....	Louisville (10).....	Off station.....	Rambler (motor boat).	14	.....	.....	.....	2	Rowboat capsized; rescued 1 and recovered body of other.
Do.....	.....	.....	.....	.....	.....	1,800	.....	8	Disabled motor boat in danger of going over falls; towed to safety.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on boat.	Lives rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1915.											
June 20.....	Jackson Park (12).	Off station.....	Prairie (sloop).....			\$500		4			Floated stranded motor boat and towed to mooring.
June 21.....	Scout.....	Puget Sound.....	Motor boat.....	2	Household goods.	175	\$50	2			Motor boat with tow broken down and leaking; towed to Seattle.
Do.....	Duluth (11).....	Off station.....	do.....			100		1			Fuel exhausted; picked up and towed to port.
Do.....	Muskegon (12).....	do.....	Emma S. (motor boat).....		Fish.....	600	50	2			Engine disabled, flying distress signals; towed to port.
Do.....	Southside (13).....	do.....	Aeroplane.....			4,000		1	1		Aeroplane disabled and dropped in breakers; rescued operator.
June 22.....	Galveston (9).....	Pelican Spit.....	Two Brothers (motor boat).....	5		600		2			Engine disabled; drifted ashore; hauled off.
Do.....	Erie (10).....	Erie Bay.....	Motor boat.....		Nets.....	400	20	2			Machinery disabled; towed to port.
Do.....	Jackson Park (12).....	Off station.....	Violet (motor boat).....			500		3	3		Engine disabled, drifting toward rocks; towed to harbor.
Do.....	Old Chicago (12).....	do.....	Martha (motor boat).....			250		2			Machinery disabled, drifting helplessly; picked up and towed to safety.
June 23.....	Thunder Bay Island (11).....	North Point.....	Mary C. (motor boat).....			300		3			Engine disabled, making signals of distress; picked up and towed to port.
June 24.....	Fairport (10).....	Off station.....	Oliver H. (motor boat).....		Fish.....	450	25	2			Machinery deranged; picked up and towed to station.
June 25.....	Fort Lauderdale (8).....	Lake Mabel.....	Ruth (motor boat).....			1,500		2			Leaking, ran ashore; pumped out and floated.
June 26.....	Snodumish.....	Admiralty Inlet.....	Albion (steamer).....	155	Beer.....	5,000	250	32			Adrift in sound with broken shaft; picked up and towed to Double Bluff.
Do.....	Louisville (10).....	Off station.....	Canoe.....			10		2	2		Drifting helplessly toward falls; rescued.
Do.....	Harbor Beach (11).....	do.....	Swan (motor boat).....			180		2			Disabled, signaled for help; towed to port.
Do.....	Evanston (12).....	do.....	Punt.....			5		3	3		Boat capsized; 3 rescued.
June 27.....	Apache.....	Baltimore.....	Shurdy (motor boat).....	52		25,000		1			Yacht filling up; kept from foundering by Apache's steam pump.

Do.	Mantoloking (8)...	Swan Point...	Sheboygan (motor boat).	10	2,500	4	Engine trouble; drifted ashore; squall coming up; pulled off and towed to Bay Head.
Do.	Cleveland (10); Lorain (10).	Eagle Cliff.	Pearl (motor boat).	15	1,800	12	Ashore against cliff and pounding hard; succeeded in hauling off and towing to safety.
Do.	Cleveland (10)...	White City...	The Kid (motor boat).	1	600	3	Signaling for assistance, engine disabled; picked up and towed to safety.
Do.	Evanston (12)	Off station.	Allebasi (motor boat).	38	15,000	3	Engine deranged; picked up and towed to port.
Do.	do.	Kenilworth.	Nancy Alice (yawl motor boat).	32	25,000	10	Aground on bar; floated.
Do.	do.	Off station.	Chin Chin (motor boat).		2,000	2	Driven ashore by wind and sea; floated and towed to harbor.
Do.	do.	do.	Sailboat.		50	6	Drifting helplessly toward shore; picked up and towed to safety.
Do.	Old Chicago (12)	do.	Omy (motor boat).		350	21	Motor deranged, passengers frightened and waving for help; picked up and towed to landing.
Do.	Plum Island (12)...	Detroit Harbor.	Motor boat.		150	1	Launch upset and sank; drowning man rescued; subsequently raised boat.
Do.	White River (12)...	White Lake.	Michphosko (motor boat).		300	2	Disabled and signaling for help; towed to dock.
June 28.	Duluth (11)...	Off station.	Catboat.			1	Caught in squall, in danger of capsizing; towed safely to shore.
Do.	Harbor Beach (11).	Fish Point.	Eva (motor boat).	5	250	2	Disabled; towed to safety.
Do.	Tawas (11)...	do.	Edward L. (motor boat).		600	4	Disabled; towed 9 miles to safety.
Do.	Ludington (12)	Off station.	Ruth (motor boat).	5	300	4	Disabled in harbor; towed to safety.
Do.	Sturgeon Bay Canal (12).	do.	Belle W. Culbert (motor boat).	31	1,600	3	Engine disabled; towed to Sturgeon Bay.
June 29.	Burnt Island (1)	Harts Island Bar.	Advance (motor boat).	24	5,000	6	Aground; assisted in floating.
Do.	Cape Disappointment (13).	Off station.	Motor boat.	5	800	2	Disabled in breakers; rescued from dangerous position.
June 30.	Isles of Shoals (1)...	do.	Twilight (motor boat).		600	1	Given tow on account of engine being disabled.
Do.	City Point (2)...	Dorchester Bay.	Bonita (motor boat).		600	2	On fire; extinguished, and towed to landing.
Do.	Jackson Park (12)...	Off station.	Kid (motor boat).	7	1,200	3	Ashore, pounding on rocks; pulled off and towed to safety.
Do.	Muskegon (12)...	do.	Junta (motor boat).		200	1	On the beach; pulled off and towed to safety.
Do.	South Haven (12)...	Nonds Slip.	Diamond (motor boat).	9	1,000		Adrift with no one on board; picked up and towed to safety.
Grand total...					8,403,807	7481	
					2,594,123	1,507	672

MISCELLANEOUS ASSISTANCE.

There are each year a large number of cases of assistance rendered to shipping or to water-front property in harbors where the value of the aid is difficult of appraisal; there are also a number of incidents where futile attempts have been made at rescue work, which, although requiring as great efforts as if successful, can not be included in the reports of appraised assistance. All of these incidents are therefore noted in chronological order as follows:

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
July 2.....	City Point (2).....	Off station.....	Tlat (motor boat).....	.....	.....	.....	.....	Adrift; picked up and anchored.
Do.....	do.....	do.....	Bear (motor boat).....	.....	.....	.....	.....	Adrift; in harbor; picked up and anchored.
Do.....	do.....	do.....	Reliance (yaw).....	.....	.....	2	.....	Adrift in harbor; towed to safe anchorage.
Do.....	Two Heart River (11).....	do.....	Ora Endress (motor boat).....	68	Fish.....	5	.....	Steering gear disabled; stood by until repaired.
July 3.....	Arausas (9).....	Pedre Island.....	Grampus (schooner).....	47	Ammunition.....	6	5	Vessel total loss; picked up and gave shelter to 5 men.
Do.....	Buffalo (10).....	Seawall.....	Canoe.....	.....	.....	1	.....	U. S. S. Dubuque saved man and turned him over to Coast Guard crew, who took him to station with his canoe.
July 4.....	Brant Rock (2).....	Green Harbor.....	Diana (motor boat).....	17	.....	16	.....	Ashore; keeper assisted in floating and piloted to safe channel.
Do.....	Fort Lauderdale (8).....	New River Sound.....	Allure (motor boat).....	.....	.....	12	.....	Aground; keeper assisted in floating.
Do.....	Woodbury.....	Peaks Island.....	.....	.....	.....	.....	.....	Buildings on fire at Peaks Island; crew of vessel assisted with hose lines; pulling down burning buildings and extinguishing embers, helping to save valuable property.
July 5.....	Highland (2).....	Highland Light.....	Motor boat.....	3	.....	1	1	Boat ashore; gave man lodging.
July 6.....	Wood End (2).....	Near station.....	Virginia (motor boat).....	.....	.....	4	4	Put ashore account of disabled engine; furnished dry clothing.
Do.....	Hereford Inlet (5).....	do.....	John L. (motor boat).....	9	.....	1	.....	Stranded; pushed into deep water.
July 7.....	Hudson.....	Battery.....	Squaw II (motor boat).....	15	.....	3	.....	Motor boat disabled off Battery, New York City, in track of steamers; towed to slip and moored.
Do.....	Marblehead (10).....	Off station.....	Gogebie (steamer).....	1,680	Coal.....	17	.....	Steamer aground; piloted rescuing steamer.
Do.....	City Point (2).....	Dorchester Bay.....	Nymph (motor boat).....	.....	.....	.....	.....	Fouled sloop in harbor; took to safe place.
Do.....	do.....	Off station.....	Rambler (motor boat).....	.....	.....	.....	.....	Adrift in harbor; picked up and towed to wharf.
Do.....	Spermaceti Cove (5).....	Horeshoe.....	Motor boat.....	.....	Clams.....	2	.....	Out of fuel; towed to home port.
July 8.....	Fort Lauderdale (8).....	New River Sound.....	Jacks Place (house-boat).....	.....	Curios.....	2	.....	Drifted ashore; keeper ran out anchor to keep vessel from drifting away.
Do.....	Duluth (11).....	Harbor Basin.....	Motor boat.....	.....	.....	1	.....	Broke down in basin; towed to dock.

July 9. July 12.	Hereford Inlet (5). Manhattan.	Hereford Bar. New York.	Draw (motor boat). Roedale (steamer).	938	Fish.	2 18	Keeper helped save some half fish. Side-wheel steamer aground on bar; cutter assisted in pulling on steamer over high tide without releasing bar; work postponed for ensuing high water. Caught fire at wharf while taking on gasoline; was sent adrift and owner jumped overboard; seamen from academy swam to burning boat and worked her ashore, where reservation fire squad extinguished the fire.
Do.	Academy.	New London.	Annie M. (motor boat).			1	Towed for half mile while engine was being repaired. Took boat and 3 men from breakwater and landed them in city. Picked up small skiff and brought it to station. Keeper assisted in towing disabled boat to shore and beaching. Two young men upset in canoe; one drowned; picked up canoe and afterwards becalmed yacht offshore; towed to harbor. Piloted vessel into channel.
Do.	Sabine Pass (9).	Off station.	Irene (motor boat).			3	Sloop adrift from mooring in harbor; re-moored. Sloop adrift from mooring; removed. Launch dragged anchor; secured and anchored. Furnished shelter for night to boatman and assisted him with disabled launch. Attempted resuscitation of drowned man for a period of 1 hour and 33 minutes. Assisted in running lines and handing passengers from stranded steamer.
Do.	Old Chicago (12).	do.	Rowboat.			3	Handled lines for launch ashore. Racing motor boat disabled during race off Biloxi, Miss.; towed in by Winona's boat and made fast at Yacht club landing.
July 13. July 14.	Buffalo (10). Monmouth Beach (5).	Horseshoe reef. Off station.	Skiff. Baby Rose (motor boat).			7	Store of gasoline adrift at buildings of West India Oil Co., San Juan; Algonquin's crew assisted in removing oil stock from warehouse and fighting fire until under control. Assistance in running lines to stranded schooner.
Do.	Ludington (12); Grande Pointe Au Sable (12).	Epworth.	Canoe.			2	Disabled boat at anchor in harbor; towed to mooring. Boat adrift in harbor; picked up and turned over to owner.
July 15. Do.	Sheboygan (12). Umpqua River (13).	Off station. do.	Vagabond (sloopboat). Ahwaneda (motor boat).	50	Wheat, hay, and railroad supplies.	3 3	
July 16.	City Point (2).	City Point.	Orion (sloop).				
Do. Do. Do.	do. do. do.	Pleasure Bay. Off station. South Boston.	Walf (sloop). Ted (motor boat). Flo (motor boat).				
Do.	Rockaway (4).	Off station.	Motor boat.			1	
Do.	Astabula (10).	do.					
Do.	Nome (13).	Snake River.	Flyer (motor boat).	14		10	
Do. Do.	do. Winona.	do. Biloxi.	Dayton (motor boat). Pathfinder (motor boat).	5		7 2	
July 17.	Algonquin.	San Juan, P. R.					
Do.	Great Wass Island (1).	Moose Peak Island.	King Josiah (schooner).	145		6	
Do.	City Point (2).	Off station.	Mary F. (motor boat).			3	
July 18.	Harbor Beach (11).	do.	Motor boat.				

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914. July 17-19.	Aquahnet, Point Judith (3).	Point Judith.	T. W. Cooper (schooner).	158		5		Schooner ashore broadside on and listed; station crew ran lines and cutter hauled on schooner, moving slightly; following day found schooner full of water, not in condition warranting further assistance.
July 24.	City Point (2).	Off station.	Grayling (sloop).					Sloop adrift in harbor, towed to yacht landing.
July 25.	Lewes, Cape Henlopen (6).	do.	Walter Adams (steamer).	271	Fish.	26		Recovered boats adrift from stranded steamer.
July 26.	Cleveland (10).	Rocky River.						Picked up body of man drowned by upsetting of canoe.
July 27.	Woodbury.	South Portland.						Ice house after endangering wharf and other buildings; crew of vessel succeeded in containing fire to ice house, saving other structures, and worked until fire was under control.
July 28.	Yamacraw.	Savannah River.						Water logged scow adrift in river; picked up and moored to bank out of way of shipping.
Do.	Hersford Inlet (5).	Sand bar.	Kingfisher (motor boat).	55		11		Aground on sand bar; keeper assisted in running lines.
Do.	Lake View Beach (11).	Keewahdin Beach.	E. M. H. (motor boat).	2		8		Landed on beach; assisted in hauling up out of danger.
July 30.	Scout.	Elliott Bay.	Cheesley No. 8 (scow).	143				Scow cast off from burning wharf, drifting in track of vessels; picked up by cutter and towed to pier.
Do.	Unalga.	Seattle.						Grand Pacific wharf on fire; cutter made fast to adjoining dock, ran hose to lower and along wharf, and with 4 streams from her fire pump assisted in saving the Colman dock and preventing further spread of the fire.
July 31. Aug. 1.	Point Adams (13). Snobomish.	Off station. Port Angeles.	Obak (motor boat).		Fish net.	3		Towed damaged boat to port. Forest fire endangering town of Port Angeles; fire equipment landed by vessel and crew assisted in fighting the fire until it was under control.
Do.	Aranas (9).	Padre Island.						Transported supplies 60 miles in power boat to crew working on wrecked schooner Grampus.
Do.	Brazos (9).	Brazos de Santiago Bar.	Monarch (motor boat).			5		Picked motor boat over bar and into harbor.

Aug. 2.....	Hampton Beach (1).....	Hampton River.....	Dory.....				3.....	Dory with 3 men capsized; 2 saved by on-lookers; attempted to resuscitate third man without success.
Do.....	Gloucester (2).....	Norman's Woe.....	Charlotte (motor boat).....			Lobsters.....	1.....	Power dory, engine disabled, repaired by keeper and surftman.
Do.....	Fourth Cliff (2).....	North River.....	Hercules (dredge).....	200.....		Gravel.....	8.....	Dredge ashore; ran lines and planted anchor.
Aug. 3.....	Buffalo (10).....	Bay View.....	HQMEC (motor boat).....				6.....	Girl drowned; searched for body.
Do.....	Hereford Inlet (5).....	On shoal.....	Geo. H. Van Vleck (steamer).....	1,020.....		Lumber.....	13.....	Motor boat on shoal; planted anchor and boat floated at high water.
Do.....	Duluth (11).....	Outer Island.....	Catalina (steamer).....	3,269.....		Crude oil.....	28.....	Steamer on fire. Assisted in extinguishing same and lightering cargo.
Do.....	Cape Disappointment (13).....	Clatsop Spit.....	Anita G. (motor boat).....				2.....	Planted anchor for stranded steamer.
Aug. 4.....	Newburyport (2).....	Newburyport Bar.....						Tender of power boat drifted on beach. Secured same. Power boat with engine disabled in dangerous anchorage; towed to safe one.
Aug. 5.....	Yamacraw.....	Savannah River.....	Tryo (motor boat).....					Adrift in river. Towed to wharf by Yamacraw's launch and turned over to owner.
Do.....	do.....	do.....	Motor boat.....					Drifting down river. Picked up by vessel's launch and towed in.
Do.....	White River (12).....	White Lake.....	Owl (sloop).....				4.....	Sloop, spars carried away, drifted into wharf; towed to dock.
Aug. 6.....	Fishers Island (3).....	Isabella Beach.....	Annie Schmitz (sloop).....	6.....		Fishing gear.....	1.....	Stranded on rocks; assisted wrecking tug in running lines and floating vessel.
Do.....	Forge River (4).....	Off station.....	Motor boat.....					Helped raise sunken motor boat.
Do.....	Plum Island (12).....	Detroit Harbor.....	Sisoki (motor boat).....				5.....	Repaired bent rudder stock of motor boat.
Aug. 7.....	Wood End (2).....	Wood End Bars.....	Junata (schooner).....	78.....		Fish and gear.....	17.....	Schooner aground; assisted in making sail and getting aloft.
Do.....	Seabright (5).....	Off station.....	Pound boat.....			Fish nets.....	7.....	Disabled motor boat; notified owners and furnished batteries.
Do.....	Pentwater (12).....	Off Bass Lake.....	Motor boat.....				3.....	Disabled motor boat, Bass Lake; towed back to Pentwater.
Aug. 8.....	Cuttyhunk (2).....	Off station.....	Adalia (catboat).....				6.....	Piloted catboat into inner harbor in thick fog.
Do.....	Point Judith (3).....	Champlin Rock.....	Albatross (sailboat).....	1.....			1.....	Boatman given shelter at station and assisted in overhauling boat.
Do.....	Arena Cove (13).....	Rush Creek.....	Zillah May (motor boat).....			Fish.....	9.....	Schooner ashore. Ran line through sail and assisted in floating.
Aug. 9.....	Rockaway Point (4).....	Off station.....	Nancy (motor boat).....				2.....	Assisted to repair machinery and get motor boat under way.
Do.....	Cuttyhunk (2).....	Sow and Pigs Reef.....	Ida (schooner).....	72.....		Soft coal.....	2.....	Schooner ashore. Picked up crew in fog. Stripped vessel and cared for crew at station.
Do.....	Hereford Inlet (5).....	Sand bar.....	Cherokee (motor boat).....	16.....			4.....	Assisted in floating sloop yacht.
Do.....	Oswego (10).....	Off station.....	Motor boat.....				5.....	Broken down power boat; beached to land men; towed to harbor.
Aug. 10.....	Rocky Point (4).....	Hartons Point.....	Rowboat.....				5.....	Searched and dragged for bodies of 4 victims of swamped boat.
Do.....	Two Mile Beach (5).....	Off station.....	Skiff.....				2.....	Hauled power boat up on beach where she could be repaired.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Aug. 11.	City Point (2).	Off station.	May F. (sloop).					Sloop broken adrift; towed to mooring.
Do.	do.	do.	Wisp (motor boat).					Launch adrift; towed to mooring.
Do.	do.	do.	Abbie (sloop).					Sloop adrift; towed back to mooring.
Do.	Fourth Cliff (2).	North River.	Motor boat.	1	Fish.	10	2	Shifted power boat to safe anchorage.
Do.	Two Mile Beach (5).	Off station.	Enterprise (motor boat).	17	General merchandise.	4		Towed skiff, picked up by steamer, to shore.
Aug. 12.	Yaquina Bay (13).	do.	Canuck (sloop).					Recovered 3 drums of gasoline swept off small vessel by sea.
Aug. 13.	Jackson Park (12).	do.	Prairie (sloop).					Towed small sailboat to safe anchorage.
Do.	Michigan City (12).	do.	W. H. Waters (schooner, British).					Found sloop pounding against dock, half full of water; towed to station and pumped out.
Aug. 14.	Quoddy Head (1).	Quoddy Bay.	Crucker Jack (motor boat and tow).	150	Lumber.	5		Crew ran lines from stranded schooner to tug.
Do.	Sturgeon Point (11).	Off station.	Kid II (motor boat).			2		Pumped out leaking lighter.
Aug. 15.	Morrill.	Mackinac, Mich.				6		Motor boat cruising, compass disabled and unable to procure one ashore. Compass loaned by Morrill to enable her to proceed.
Do.	Isles of Shoals (1).	White Island Light.	Guesindite (motor boat).			3		Towed disabled power yacht to place where tug could be secured.
Aug. 16.	Milwaukee (12).	McKinley Beach.	Truant (schooner).	13		2		Schooner dragged anchor in harbor; towed to mooring.
Aug. 17.	Tawas (11).	Off station.	D. A. Trumpour (steamer).	9		3		Disabled fishing tug turned over to station crew by towboat; towed into harbor.
Aug. 18.	Portsmouth Harbor (1).	do.	Motor boat.					Boat adrift, lodged in fish trap; owner notified.
Do.	Harvey Cedars (5).	Barneget Bay.	Adventure (sloop).			3		Stranded yacht, carried out anchor to enable hauling off at flood tide.
Aug. 19-20.	Nome (13).	Off station.	Skiff.	1	Fish, etc.	1		Recovered effects of drowned man and assisted in caring for body.
Aug. 20.	Evanson (12).	Gross Point.	H. C. Wild (steamer).	46		8		Received tug and barges from towing steamer and took them into harbor.
Aug. 21.	Cleveland (10).	Off station.	Zellah (steamer).	748		10		Procured diver for work on disabled steamer.
Do.	Beaver Island (12).	Lighthouse Point.	Eleanor C. (motor boat).			7		Ran line and assisted tug in floating yacht.
Aug. 22.	Yanacraw.	Savannah, Ga.	Scow.					Adrift in river in way of navigation; beached on Fig Island.
Do.	Stone Harbor (5).	Off station.	Lottie W. II (motor boat).			26		Ran out anchor and assisted to float passenger boat.
Aug. 23.	City Point (2).	do.	Lauraine (motor boat).					Recovered launch broken adrift from her moorings.

Do.	Long Beach (4).	do.	Roy (motor boat).				Assisted in unsuccessful effort to haul stranded motor boat off beach.
Do.	Seabright (5).	Highland Beach.	Joy (motor boat).		5		Made unsuccessful attempts to float stranded power boat; later abandoned.
Do.	Cobb Island (6).	Carters Bar.	Budapest (steamer, British).	5,350	25		Crew assisted in running lines and keeper piloted vessel into deeper water.
Aug. 24.	Mackinac.	Neebish Island.	E. B. Osler (steamer, Canadian).	4,361	23		A ground on shoal; towing operations unavailable; engine disabled; furnished hawser and procured tug to tow steamer to safety.
Do.	Marblehead (10).	Off station.	Arrow (steamer).	365	24		Shifted disabled power boat to safe mooring on account of bad weather.
Do.	Jackson Park (12).	do.	Teen (motor boat).		5		Assisted in hauling stranded motor boat out for repairs.
Do.	Racine (12).	Wind Point Light Station.	Jeannette N. (motor boat).	6	1		Launch towed to harbor on request.
Aug. 25.	Isle of Shoals (1).	Cape Ann.	Oh Say (motor boat).		2		Assisted yawl, by request, by towing toward destination.
Do.	Point Allerton (2).	Off station.	Pocahontas (yawl).		4		Drifting sloop towed into harbor.
Do.	do.	do.	Sloux (sloop).		3		Canoe capsized; towed it to station with passengers.
Aug. 26.	Buffalo (10).	do.	Argonaut (canoe).		2		Gasoline yacht; engine disabled, towed to station.
Do.	Middle Island (11).	do.	Gazelle (motor boat).	3	4		Sailboat at anchor offshore towed into harbor.
Aug. 26-27.	Jackson Park (12).	do.	Pug (sloop).		8		Power boat with tow; engine disabled, drifted on shoal; assisted in getting them clear.
Aug. 27.	Peaked Hill Bars (2).	do.	Margaret L. (motor boat).	23	9		Tow boat adrift at wharf; crew of Guthrie returned stream of water on burning tug, holding fire in check and preventing its spread until arrival of fire department, and extinguished fire started on adjacent barge.
Do.	Guthrie.	Baltimore.	Sam & Priscilla (motor boat).	30	4		Steamer ashore; at master's request sent tug to him.
			W. H. Mohler (tug).	36			Skiff assisted through surf and boatmen cared for at station.
Aug. 28.	Fairport (10).	Off station.	Manaloe (steamer).	4,951	28		2 men in choppy sea; took them to station and towed skiff in.
Do.	Stone Harbor (5).	do.	Florence H. (motor boat).		2		Dropping down river; took barge in tow and turned it over to towboat.
Do.	Pentwater (12).	do.	Rowboat.		2		Member of steamer's crew critically ill, taken off steamer in straits by Miami for medical attention.
Aug. 29.	Whona.	Mobile River.	No. 14 (coal barge).		26	1	Disabled motor boat towed to station and repaired.
Do.	Miami.	Sand Key, Fla.	Louisiana (steamer).	2,849			Adrift in river; machinery disabled; put in order by machinist from Yamacraw.
Do.	Middle Island (11).	Off station.	Jessie (motor boat).	3	2		Disabled motor boat; engine repaired.
Aug. 30.	Yamacraw.	Savannah River.	Natalia III (motor boat).		8		Motor boat towed to mooring.
Do.	Gloucester (2).	Off station.	Annie Lee (motor boat).		5		
Do.	Harbor Beach (11).	do.	Motor boat.		2		

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons rescued.	Remarks.
1914. Aug. 30	Plum Island (2)	Off station.	Paul Nelson (schooner).	123	Lumber.	5	3	Wrecked seamen given first aid and cared for at station; bodies of 2 drowned men recovered.
Do.	Mustegon (12)	do.	Motor boat.			2		Motor boat hauled out on beach; later floated and towed into harbor.
Aug. 30-31.	Snohomish.	San Juan Island.	Lorne (steamer, British).	316		12		Towboat ashore on rocks; ran bawser and pulled on her until latter filled, necessitating salvage operations.
Aug. 31	Pamlico	Neuse River, N. C.						Building fire on water front from exploding gasoline; crew saved motor boat from burning and stood by to prevent spread of fire.
Do.	Plum Island (12); Sturgeon Bay Canal (12).	Off station, Sister Island.	Georgia (steamer).	895	Miscellaneous merchandise.	172		Ran lines and assisted to float stranded steamer.
Sept. 1	Yamacraw.	Savannah River.	Comfort (motor boat).	3		3	1	Engineer badly burned by gasoline fire; taken on board Yamacraw's launch for first treatment and placed in ambulance on shore.
Do.	Patrol.	Chicago River.	City of Chicago (steamer).	1,012	General freight.	230		Steamer alive; driven on breakwater for safety of passengers; member of Patrol's crew assisted in getting passengers off burning steamer and putting out fire.
Do.	Marblehead (10)	Off station.	Golden Star (motor boat).	1				Tried to tow damaged launch, but she broke up and was abandoned.
Do.	Pentwater (12)	Stoney Lake.	Edith M. (sloop).	7		2		Out of fuel; dragged anchor; stranded; destroyed by storm after ineffectual attempts at floating.
Do.	Nome (13)	Off station.	Dory.	2				Dory in dangerous position; removed and saved from probable destruction.
Do.	do.	Near station.	do.	2	Bedding, etc.			Dory in dangerous position; removed to place of safety.
Do.	do.	do.	do.	4				Dory removed from dangerous position, probably saved from total loss.
Do.	do.	do.	Kit (whaleboat).	3				Whaleboat; dangerous position; moved.
Do.	do.	Snake River.	Defiance (motor boat).	7				Shifted to safe anchorage.
Sept. 2	Manhattan.	New York Bay.	Whisk (motor boat).			2		Disabled motor boat picked up drifting in tide-way and towed to Roosevelt, Staten Island by Manhattan's launch.
Do.	Salisbury Beach (2)	Off station.	Motor boat.			2		Fuel supply failed; towed short distance.
Do.	Gloucester (2)	Ten Pound Island.	do.			1		Stopped midway launch; owner rescued by another boat.
Sept. 3	Guard.	San Juan Island.	America (barge).	2,054	Coal.	4	4	Ran ashore in fog; crew taken on board Guard for transportation to Friday Harbor.

Sept. 4.....	Harbor Beach (11); Lake View Beach (11).	Near East Point aux Baques Light.	Jennie Weaver (schooner).	88	Lumber.....	5	Waterlogged; boarded and assisted with sails until tug took her in tow to harbor; assisted divers to examine her.
Sept. 4-5....	Mackinac.....	Les Cheveaux Islands.	Stafford (schooner).	189	do.....	6	Stranded on beach; assisted in towing operations until condition of schooner made lightering of cargo necessary, and towing was suspended.
Sept. 5.....	Patrol.....	Chicago River.					Bridge burning alive; discovered and extinguished by patrol.
Sept. 6.....	Gloucester (2).....	Off station.	Nordeck (sloop).			7	Towed to star anchorage.
Sept. 7.....	Humtells Beach (1).	do.....	Ononota (motor boat).			6	Stranded; floated her on rising tide.
Do.....	Evans (12).....	do.....	Canoe.		Camping outfit.	3	Canoe capsized with 3 occupants; 2 swam ashore; body of third recovered by diving.
Do.....	Gloucester (2).....	Gloucester Harbor.	Rogue (sloop).			2	1
Do.....	Sandy Hook (5).	Off station.	Motor boat.	2		2	Launched out capsized sloop; owner given clothing and food; towed boat to Beverly.
Do.....	Herford Inlet (5).	Herford Bar.	Gloriana (motor boat).	14		4	Gasoline tug stranded; placed anchor; floated with tide.
Do.....	do.....	do.....	Orrie (motor boat).			4	Attempted to float stranded motor boat.
Sept. 8.....	City Point (2).....	Pear Island.	Chance (sloop).	13			Towed abandoned sloop to landing.
Do.....	do.....	Long Island.	Sloop.			1	Foundered near shore; raised and towed sloop to land.
Do.....	do.....	do.....	Semego (sloop).				Found sloop drifting; abandoned; towed to anchorage.
Do.....	do.....	do.....	Mispah (catboat).			10	Stranded; pulled boat afloat and towed her to landing.
Do.....	Gloucester (2).....	Ten Pound Island.	Peter (drill scow).			1	Scow dragged anchor and fouled gasoline launch; station crew separated vessels and moored them clear of each other.
Do.....	City Point (2).....	Thompsons Island.	Peggy (sloop).			1	Helped owner repair rudder of sloop and get underway.
Do.....	Mosquito Lagoon (8).	Devils Elbow.	Irene (motor boat).			5	Helped crew to float grounded launch.
Do.....	San Luis (9).....	Off station.	Husler (motor boat).			1	Hauled leaking launch ashore; repaired stuffing box and launched her again.
Do.....	Nome (13).....	do.....	Kayak.			1	Took Eskimo and canoe ashore from steamer to Nome.
Do.....	do.....	do.....	Skiff.	1	Ivory	2	Took Eskimos and skiff ashore from steamer to Nome.
Sept. 9.....	City Point (2).....	do.....	Rowboat.			10	Took party ashore from yacht, tender being disabled.
Do.....	Blue Point (4).....	Great South Bay.	Bessie (motor boat).			1	Two launches adrift with motors disabled; towed to safe anchorage.
Do.....	do.....	do.....	Motor boat.			1	
Sept. 9-11.	Headquarters, Bering Sea Fleet.	Dutch Harbor.	P. J. Abler (schooner).		Walrus hides and Ivory.	10	Spars disabled; repairs effected by carpenter at station; machine vessel to proceed.
Sept. 9-17.	Taloma.....	Atka Island.	Lettie (schooner).		Merchandise.	11	Schooner disabled; cargo transported by Taloma at request of owner.
Sept. 11.....	Onondaga.....	Norfolk, Va.	Motor boat.			1	Disabled motor boat adrift in harbor; towed alongside and engine put in operation, enabling her to proceed.
Sept. 12.....	Humtells Beach (1).	Off station.	Sarah M. (motor boat).			8	Engine disabled; towed boat to station and repaired engine.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Sept. 13....	Lewes (6).....	Harbor of Refuge....	Dunlo (schooner).....	739	Coal.....	4	3	Took 3 men of crew of sunken barge to station and furnished them with clothing.
Sept. 14....	Sandy Point (3).....	In surf.....	Dory.....					Assisted in getting dory and seine out of surf.
Do.....	Smiths Point (4).....	Off station.....	Candy (catboat).....	4		2		Carboat dismasted; station crew repaired mast.
Do.....	Yaquina Bay (13).....	.....do.....	Enterprise (motor boat).....	22	General.....	4		Launch afire at wharf; station crew assisted firemen in putting out fire.
Sept. 15....	Burnt Island (1).....	.....do.....	Mabel (motor boat).....		Fish.....	2		Launch adrift; fuel exhausted; furnished sufficient gasoline to take boat to port.
Do.....	Monomoy (2).....	Cannon Flats.....	Alleghra (sloop).....			5		Sloop becalmed and drifting into shoal water; towed clear of shoal and enabled to proceed.
Sept. 16....	Onondaga.....	Norfolk, Va.....	Myrtle (motor boat).....			2		Disabled launch drifting on shore; towed to Onondaga by vessel's launch and repairs effected.
Do.....	Sturgeon Bay Canal (12).....	Off station.....	Addie Wade (steamer).....	98		6		Vessel stranded; ran lines for tugs which pulled her off.
Sept. 17....	Yamacraw.....	Tybee Island.....	Herbert May (schooner).....	318		6		At sea; short of provisions; supplied by Yamacraw and proceeded on her voyage.
Sept. 18....	Patrol.....	Chicago Harbor.....	Foam (schooner).....	10				Yacht afire; no one aboard; crew of Patrol assisted in fighting fire until extinguished.
Do.....	Evanston (12).....	Winnetka, Ill.....	Geo. F. Baker (steamer).....	7,210	Iron ore.....	28		Stranded; stood by vessel and assisted wreckers in floating.
Do.....	Point Adams (13).....	Desdemona Sands.....	Sailboat.....			3		Broke away from moorings; towed to safety.
Sept. 19....	Patrol.....	Chicago River.....	Motor boat.....					Disabled; drifting on pier; towed to safe mooring.
Sept. 20....	.....do.....	Chicago Outer Breakwater.....	Arapahoe (motor boat).....	19		14		Engine broken down; adrift; towed to moorings.
Sept. 23....	Brentons Point (3).....	Off station.....	Avis (motor boat).....			2		Gave disabled boat a tow to port after she had been picked up by sailboat.
Do.....	Point Adams (13).....	Clatsop Bay.....	Motor boat.....			2		Made slight repairs to engine, which allowed boat to proceed.
Sept. 24....	Hunnwells Beach (1).....	Poplham Beach.....	.....do.....			1		Assisted in repairing engine.
Sept. 25....	Townsend Inlet (5).....	O. station.....	.....do.....			1		Gave boat a tow, as engine was disabled.
Do.....	Mosquito Lagoon (8).....	.....do.....	Eagle (motor boat).....			2		Helped make repairs to engine.
Do.....	Thunder Bay Island (11).....	.....do.....	Rabbits Foot (motor boat).....			2		One surfman helped to float launch.
Do.....	Yaquina Bay (13).....	.....do.....	Mirene (motor boat).....	46	General.....	7		Took 3 men out to assist schooner.
Sept. 26....	Jackson Park (12).....	.....do.....	Scow.....			1		Towed tug out of shallow water for tug to make fast towline.
Sept. 27....	Familco.....	Newbern, N. C.....						Man, believed to have fallen off pier and drowned; body recovered with drag by crew of Familco.

Do..... Sept. 28.....	Point Allerton (2)..... Patrol.....	O.7 graves..... Chicago River.....	Susan B. (motor boat) Mayflower (motor boat).....	.....	.....	.....	5 3	..... .....	Engine disabled, towed to pier. Motor boat, engine disabled, adrift in lake with crew of 3 on board; towed to berth in- side and engine repaired by member of crew of Patrol.
Do.....	North Scituate (2).....	Off station.....	Jonas H. French (steamer).....	195	Sand.....	7	7	.....	Vessel sunk; helped crew land through surf and furnished with dry clothing.
Sept. 30.....	Two Mile Beach (5).....	Cold Spring Inlet.....	Israella (motor boat and barge).....	13	Lumber.....	8	8	.....	Sloop by barge while power boat obtained fuel; assisted in weighing anchor.
Do.....	Cape Lookout (7).....	O.7 station.....	Thelma (schooner).....	449	.....	7	7	.....	Piloted vessel into harbor.
Do.....	Fort Point (13), Point Bonita (13).....	Lobos Creek.....	Pile driver.....	.....	.....	8	8	.....	Stood by during wrecking operations.
Oct. 1.....	Cleveland (10).....	Sycamore Slip.....	Imp (catboat).....	.....	.....	2	2	.....	Boy drowned; efforts to resuscitate failed. Capsized catboat righted and towed with occupants to Onondaga, from which they proceeded to shore.
Oct. 3.....	Onondaga.....	Norfolk, Va.....	Jessie (sloop).....	3	Coal.....	2	2	.....	Sloop; towed with 2 small skiffs. Dummy mine adrift off Culebra; taken from Seine Bay to San Juan by Algonquin and turned over to naval official.
Do.....	Middle Island (11).....	Off station.....	Naval barge.....	.....	.....	.....	.....	.....	Dredging barge off the track and jammed on marine railway; ran line and towed off rail- way into deep water.
Do.....	Miami.....	Key West.....	Alice (motor boat).....	18	Fish.....	5	5	.....	Launch, damaged by collision; cared for by station.
Do.....	Jackson Park (12).....	Off station.....	Constance (motor boat).....	.....	.....	10	10	.....	Motor boat, engine trouble; keeper with pole held her clear of sand bar.
Oct. 6.....	Biscayne Bay (8).....	.....do.....	San Juan.....	.....	.....	.....	.....	.....	Buildings on fire in city of San Juan; party from Algonquin assisted local fire depart- ment until fire was under control.
Oct. 7.....	Algonquin.....	Off station.....	Catboat.....	.....	.....	1	1	.....	Surfman aided in floating stranded catboat.
Do.....	Muskeget (2).....	New York Bay.....	Frances (motor boat).....	.....	.....	2	2	.....	Disabled motor boat with 2 persons drifting in ebb tide through Narrows; picked up by Seneca's launch and towed to berth.
Oct. 10.....	Seneca.....	Savannah River.....	Kiddo (motor boat).....	.....	.....	2	2	.....	Motor boat with perishable cargo, fuel sup- ply exhausted; supplied with gasoline by Yamacraw's launch.
Oct. 11.....	Yamacraw.....	Off station.....	Sloop.....	.....	.....	1	1	.....	Sloop collided with her own dory; recovered gear and towed both to harbor.
Oct. 12.....	Damlscove Island (1).....	Snake River.....	New Jersey (motor boat).....	9	.....	6	6	.....	Ran out anchors for stranded motor boat.
Do.....	Nome (13).....	Off station.....	Texas (motor boat).....	14	Charcoal.....	6	6	.....	Aided tug in floating stranded vessel.
Oct. 13.....	Galveston (9).....	Pelican Spit.....	John W. Moore (steamer).....	1,961	.....	2	2	.....	Heavy swell, vessel insecure at wharf; ran lines and secured vessel.
Do.....	Racine (12).....	Manitowoc.....	No. 20 (dump scow).....	289	Dredging outfit.....	2	2	.....	Station crew ran lines to tug, which pulled off stranded scow.
Do.....	Two Rivers (12).....	Off station.....	Mary Ludwig (schooner).....	68	.....	2	2	.....	Moved at unsafe berth, heavy swell running; towed to smooth water and moored.
Do.....	Racine (12).....	.....do.....	Cleopatra (motor boat).....	7	.....	.....	.....	.....	Pounding against wharf; towed to safe berth.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Oct. 14.....	Evanston (12).....	Wilmette Harbor.....	Motor boat.....					Broke mooring: hauled up on shore and cared for.
Oct. 16.....	Patrol.....	Chicago.....	M. A. Hansler (steamer).....	655	Sand.....	8		Adrift outside breakwater, steering gear disabled. Patrol assisted in towing toward harbor until tug arrived.
Do.....	Bois Blanc (11).....	Off station.....	James H. Shrigley (steamer).....	459				Machinery disabled; station crew obtained tug for vessel.
Oct. 18.....	Point Lookout (4).....	do.....	Florence (motor boat).....			6		Engine disabled at wharf; towed to another berth.
Do.....	Rachine (12).....	do.....	John W. Moore (steamer).....	1,981		2		Assisted in moving steamer to safer berth.
Oct. 19.....	Cape Disappointment.....	do.....	Motor boat.....	3		1		Warned power boat not to attempt crossing bar account heavy sea.
Oct. 24.....	Nahant (2).....	Lynn Harbor.....	Sail dory.....			3	3	Dry clothing furnished 3 men from capsized boat.
Oct. 25.....	Aranas (9).....	Off station.....	Karna (motor boat).....					Parted mooring: safely secured to save damage.
Oct. 26.....	Pamlico.....	Newbern, N. C.....	Emma & Mabel (barge).....	457	Lumber.....	4		Pamlico assisted in towing operations on stranded barge, one tide; further assistance declined by master.
Do.....	Yamacraw.....	Savannah River.....	Wikru (motor boat).....	2				Picked up adrift and turned over to owner.
Oct. 27.....	Durants (7).....	Hatteras Inlet.....	Georgia A. Gaskins (schooner).....	13	Pine wood.....	2		Stranded; took crew ashore until tide floated vessel.
Do.....	Sullivans Island (8).....	Off station.....	Crack a Jack (sloop).....			2		Stranded on jetty; recovered equipment and returned to owners.
Do.....	Nome (13).....	do.....	Wave (motor boat).....	11	Salt fish.....			Anchored in surf; assisted crew in getting vessel to deep water.
Oct. 28.....	Fire Island (4).....	do.....	Static (motor boat).....					Lost propeller, dragging anchor; towed to safety.
Do.....	Point Adams (13).....	do.....	Emu (sloop).....		Fish gear.....	3		Drifted against jetty; towed to channel.
Oct. 29.....	Pamlico.....	Neuse River.....	Hydroplane.....			1		Broken away from towing vessel and lost sight of; searched for and recovered and turned over to owner.
Oct. 30.....	Miami.....	Off Sand Key.....	Henrietta F. Powell (schooner).....	316	Lumber.....	8		Shipwrecked crew of Powell taken from steamer Belgian in Florida Straits and conveyed to Key West.
Do.....	Old Chicago (12).....	Chicago River.....	Inoue (motor boat).....			1		Propeller fouled towline; secured to wharf and cleared propeller.
Oct. 31.....	Ceskata (2).....	Rescue Hill.....	Dory.....		Lumber tow.....			Dory adrift; recovered and returned to owners.

Oct. 26-Nov. 2.	Woodbury	Penobscot Bay	Irrington (steamer)	398		15	Stranded towboat; Woodbury conducted; minor salvage operations and stationed watch on vessel at request of wrecking company until their equipment arrived. Fishing launch, broken rudder; repaired at station.
Nov. 2.	Isles of Shoals (1)	Off station	Motor boat		Fish	2	Lifeboat in tow of tug searched for lost scow.
Nov. 3.	Muskegon (12)	do	Scow		Lumber	2	Disabled motor boat pounding against bulkhead in seaway; towed clear and anchored in safe harbor.
Nov. 5.	Guide	Erie basin	Good times (motor boat)	2			Assisted in floating stranded schooner.
Nov. 6.	Sandy Point (3)	Block Island	Coral Leaf (schooner)	428	Piling	7	Schooner in distress; sent message to Coast.
Nov. 7.	Chatham (2)	Off station	F. & T. Lupton (schooner)	922		8	Guard cutter Auchinnet for him.
Do.	Harbor Beach (11)	do	Jennie Weaver (schooner)	88	Fruit and potatoes	2	Vessel at wharf pounding on bottom; assisted in shifting berth.
Do.	do	do	J. H. Spencer (motor boat)				Motor fishing launch pounding heavily against wharf; secured at safe berth.
Nov. 7-8.	Plum Island (12); Tuscarora.	do	Resurrection (schooner)	293		7	Aground on rocks; towing operations 2 days by Tuscarora and company vessels; operations discontinued and schooner stripped.
Nov. 8.	Gurnet (2)	Cape Cod Bay	Spray (motor boat)			3	Station crew assisted in running lines.
Nov. 11.	Burnt Island (1)	Off station	Motor boat			1	Power cruiser, engine disabled; towed to safety.
Do.	Gurnet (2)	Duxbury Bay	Dory				Disabled motor dory; towed to station.
Nov. 12.	Coos Bay (13)	Off station	Whittier (steamer)	1,265	Crude oil	25	Lost dory found on beach; returned to owner.
Nov. 13.	Seminole	Baltimore					Transported pilot to steamer; no other transportation available.
Do.	Gurnet (2)	Plymouth harbor	Spinster (motor boat)			1	Wharf warehouse on fire; crew assisted fire department until fire was under control.
Do.	Thunder Bay Island (11)	Off station	Ashland (schooner)	991	Lumber	7	Disabled motor boat with sloop in tow; towed to wharf.
Do.	Yaquina Bay	Siletz River	No. 277 (U. S. N. barge)				Schooner with tow anchored in heavy sea; transported master to shore for supplies and consultation with owners.
Nov. 15.	Portsmouth Harbor (1)	Garrish's Island	Dory			2	Stranded; crew assisted with lines and rescued men from capsized whaleboat, which was seeking barge.
Do.	Gurnet (2)	Plymouth Bay	Punt				Oars lost; towed to destination.
Do.	Fire Island (4)	Farm shoal	Chesapeake (motor boat)	18		4	Punt adrift in surf; rescued and turned over to owner.
Nov. 17.	Toms River (5)	Seaside Park	Motor boat			7	Motor boat on beach; planted anchor; floated at high tide.
Do.	Gilgo (4)	Great South Bay	Rowboat			1	Capsized in surf on beach; assisted to right and haul out.
Nov. 18.	Cuttyhunk (2)	Hen & Chickens (light vessel)	Mildred (brig)			1	Recovered skiff and body of drowned man.
Do.	Metomkin Inlet (5)	On bar	Maud F. (motor boat)			3	Towed disabled motor craft to station and cared for 1 man overnight.
Do.	Duluth (11)	Off station	Motor boat			1	Piloted motor boat over bar and to safety.
							Released small motor boat from ice and took to safety.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Nov. 18	Hammond (11).....	Nine Mile Point.....	M. Slocan (steamer)....	212				Stranded; ran lines for tug during strong gale and snowstorm.
Do.	Point Adams (13); Cape Disappointment (13).....	Clatsop Spit.....	Daisy Freeman (steamer).....	613		21		Steamer rudder broken; telephoned for tug.
Nov. 19	Nahant (2).....	On beach.....	Do.					Dory on beach in surf; hauled her clear.
Do.	Sandy Hook (5).....	Off station.....	No. 9 (sow).....			1	1	Sow in breakers on beach; took man on board to station and cared for him overnight.
Do.	Sullyvans Island (8).....	Comings Point.....	Beulah (motor boat).....	13		2		Cleared line from wheel of power boat.
Do.	Buffalo (10).....	Off station.....	Express (motor boat).....			3		Steam launch stranded; took crew to station.
Do.	Grand Marais (11).....	do.....	Annie M. Peterson (barge).....	631	Lumber.....	7		Picked up bodies on beach from barge which went to pieces offshore in gale and snowstorm.
Do.	Kewaunee (12).....	Pier Head Light.....	Wm. Aldrich (schooner).....	177		5		Schooner anchored offshore; sea increasing; took crew to station.
Do.	Point Adams (13).....	Deedemona Sands.....	Pierre Antonine (bark).....	2,030	General.....	23		Handled lines and transported pilot for incoming ship.
Nov. 20	Plum Island (2).....	Ipswich River.....	Lighter.....		Stone.....	2		Ran out anchors and assisted in floating lighter off river bank.
Do.	Two Mile Beach (5); Coldspring (5).....	Off Coldspring.....	Nelson Z. Graves (dredge).....	705		29		Carried bawser, ran lines, and assisted tow-boat in getting dredge to safe berth.
Do.	Edie (10).....	Peninsula.....	Rocket (steamer).....	39	Fish and nets.....	7		Ran lines and towed dredge; assisted in floating stranded tug.
Nov. 21	Portage (11).....	Pier Head Light.....	W. K. Bixby (steamer).....	5,712	Coal.....	26		Sounded out water for stranded steamer and took master ashore.
Nov. 22	Sturgeon Bay Canal (12).....	Off station.....	J. V. Taylor (schooner).....	199	Lumber.....	6		Assisted schooner in trouble in canal to make fast to jetty.
Nov. 23	Mackinac.....	Sault Ste. Marie.....	Undine (motor boat).....			2		Disabled and adrift; picked up and towed to wharf.
Do.	Monomoy Point (2).....	Pollock Rip.....	Samuel Dilla way (schooner).....	739		8		Short-handed; assisted in getting anchor and schooner proceeded in tow.
Do.	Saluria (9).....	Off station.....	Novice (motor boat).....	41		6		Master and passengers of disabled boat transported.
Nov. 24	Algonquin.....	Culebra Island.....	Mine.....					Practice marine mine adrift; picked up and turned over to naval official.
Do.	Mohawk.....	Shinnecock.....	Georgia D. Jenkins (schooner).....	398	Lumber.....	7		Stranded; ran lines and towed on bar; operations suspended for lightering.
Do.	Tales of Shoals (1).....	Duck Island.....	Anna D. Sanborn (schooner).....	34	Fish.....	2	2	Crew of foundered schooner cared for at station.
Nov. 25	Rye Beach (1).....	Off station.....	Motor boat.....			2		Repaired disabled engine of motor boat.

Do.....	Chatham (2).....	Harding Beach Light.	Maurice (steamer, Br.)	300	Piling.....	6	Stranded schooner; assisted in communi- cating.
Do.....	Highland (2).....	Off station.....	Orozimbo (schooner).....	147	.....	5	Schooner, sails blown away; assisted to work vessel ashore until picked up by towboat.
Nov. 26...	Huntwells Beach (1)	West Georgetown.....	Lausing (steamer).....	1,611	.....	7	Ran hawser and hove up anchor for steamer in low from dangerous anchorage.
Do.....	Portsmouth Harbor (1)	Gerrish's Island.....	Geo. R. Smith (schoon- et).....	136	.....	3	Ran hawser and weighed anchor for grounded schooner.
Do.....	Fort Lauderdale (8)...	Off station.....	Billie (motor boat).....	.....	.....	5	Landed passengers and assisted in floating stranded launch.
Do.....	Brazos (9).....	Laguna Madre.....	Martin J. (motor boat)	.....	.....	3	Searched for overdue launch and crew.
Do.....	Galveston (9).....	East Bay.....	Motor boat.....	.....	.....	8	Searched for missing hunting party along coast.
Nov. 27...	Guard.....	San Juan Island.....	Skiff.....	.....	.....	.....	Skiff lost from moorings; searched for, found, and returned to owner.
Do.....	Muskegon (12).....	Off station.....	Mary A. Gregory (schooner).....	87	Cedar post.....	2	Schooner anchored in difficult position; as- sisted in getting underway.
Nov. 28...	Fort Lauderdale (8)...	do.....	Drift Wood (motor boat).....	.....	.....	1	Assisted man who swam ashore from found- ered launch.
Do.....	Racine (12).....	do.....	Mary Ellen Cook (schooner).....	132	.....	5	Assisted in moving schooner to safe berth.
Nov. 28-29.	Morrill.....	Presque Isle.....	Rocket (steamer).....	39	.....	6	Ashore high up on beach; towed four days; work suspended to permit of dredging operations to free steamer.
Nov. 30...	Plum Island (12).....	Off station.....	Favorite (steamer).....	1,223	.....	21	Ran hawser and siphon line from wrecking tug to stranded schooner.
Dec. 1.....	Snohomish.....	Port Angeles.....	.....	.....	.....	.....	Boom of logs adrift; Snohomish assisted in sweeping harbor and recovering property for owners.
Do.....	Velasco (9).....	Freeport, Tex.....	Ina (motor boat).....	266	Coke.....	2	Dragged for body of drowned man.
Do.....	Marblehead (10).....	Off station.....	Albert Y. Gowen (steamer).....	.....	.....	8	Piloted steamer through fog to harbor.
Dec. 3.....	Point Lookout (4); Short Beach (4).	Jones Inlet.....	Genia (motor boat).....	14	.....	5	Assisted crew of smack to float vessel aground.
Do.....	Fairport (10).....	Off station.....	Junior (steamer).....	339	Sand.....	11	Procured aid for stranded dredge and trans- ported master.
Dec. 4.....	Point Allerton (2).....	Fawn Bar.....	Mildred H. Cochran (schooner).....	.....	Lumber.....	4	Assisted in running hawser and furling sails of stranded schooner.
Dec. 5.....	Itasca.....	Chesapeake Bay.....	Constellation (U. S. S.)	.....	.....	19	Frigate Constellation anchored in unsafe position in northeast gale and rough sea; Itasca had line to frigate for towing; line parted; before another attempt Itasca an- swered call for assistance at sea.
Do.....	Gloucester (2).....	Nahant.....	Mary F. (motor boat).....	.....	Fish nets.....	2	Towed disabled motor boat from Nahant to Gloucester.
Do.....	Muskeget (2).....	Tuckernuck Shoal.....	Alice M. Lawrence (schooner).....	3,132	.....	13	Minor assistance to master of stranded schooner.
Do.....	New Shoreham (3).....	Outer Basin.....	Thos. C. R a c k e t (schooner).....	44	Mussels.....	3	Ran line to wharf and floated schooner aground in harbor.
Do.....	Point of Woods (4)...	Channel.....	Catboat.....	2	.....	2	Gave shelter to 2 exhausted men at station and cared for their sailboat until returned to owner.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Dec. 5.....	Hereford Inlet (5).....	Off station.....	Motor boat.....			2		Loaned anchor and cable to boatman to hold his boat in northeast gale.
Do.....	Oswego (10).....	Oswego River.....	Tonawanda (steamer).....	31		4		Tug with propeller fouled towed to wharf and services of diver procured.
Dec. 6.....	Hereford Inlet (5).....	Off station.....	Cherokee (sloop).....	16				Ran out anchor to keep sloop off wharf.
Dec. 7.....	Woodbury.....	Portland, Me.....	Harvard (motor boat).....					Adrift, no crew aboard. Picked up and re-stored to owner.
Do.....	Gloucester (2).....	Off station.....	Motor boat.....			1		Towed disabled launch up harbor at request of owner.
Do.....	Maddaket (2).....	Hither Creek.....	Fish Hawk (motor boat).....			1		Assisted in floating power boat.
Do.....	Toms River (5).....	Pellean Island.....	Bateau.....			1		Recovered body of drowned man.
Do.....	Forked River (6).....	Off station.....	House boat.....				4	Sheltered 4 men at station during gale.
Dec. 8.....	Galveston (9).....	Channel.....	Zeeland (motor boat).....	47		18		Landed passengers from motor boat.
Do.....	do.....	Off station.....	Cora Price (motor boat).....	9		4		Carried out anchor for sunken power boat.
Do.....	Manistee (12).....	do.....	Skiff.....		Fish and nets.....	1		Assisted fisherman to haul boat out of surf and care for nets.
Dec. 9.....	San Luis (9).....	do.....	Hustler (motor boat).....			1		Assisted master of stranded powerboat and landed stores.
Dec. 12.....	Charlevoix (12).....	Antrim City.....	Arbutus (motor boat).....	13		2		Worked in ice to save stranded motor boat.
Dec. 13.....	Algonquin.....		Desdieu II.....					Boat adrift without occupants. Picked up and landed at Ponce for restoration to owner.
Dec. 14.....	Gloucester (2).....	Dollivers Neck.....	Ellis M. Storer (schooner).....	449	Coal.....	7	7	Transported shipwrecked crew from island to station for shelter.
Do.....	Barnegat (5).....	Barnegat Inlet.....	Vincent (motor boat).....	11	Fish.....	5		Stranded; assisted in floating her.
Do.....	Wachapreague (6).....	Off station.....	Gladys Whiting (motor boat).....	21	Oysters.....	2		Procured tug to tow disabled gas sloop to harbor.
Do.....	Mosquito Lagoon (8).....	do.....	House boat.....		Lumber.....	1		Assisted stranded house boat in floating and getting into channel.
Dec. 15.....	Acushnet.....	Tuckernuck Shoal.....	Alice M. Lawrence (schooner).....					Aground on shoal. Line shot to schooner returned with information she would sink if hauled off. Stood by to assist. Wrecking company took up salvage work.
Do.....	Guard.....	San Juan Channel.....						Heavy logs in track of navigation. Towed ashore and beached.
Do.....	Fire Island (4).....	Off station.....	No. 105 (motor boat).....			3	2	Motor boat in ice. Hauled ashore for safety and sheltered crew.
Do.....	Mosquito Lagoon (8).....	Devils Elbow.....	House boat.....			1	1	House boat unable to return on account adverse winds. Sheltered crew.

Dec. 16.....	Androscoggin.....	Curtis Bay.....	Harriet (steam yacht). Parker (schooner).	30	.....	5	Sunk in shoal water. Lightered cargo and stood by until arrival of tug. Anchor and chain lost by schooner. Recovered and returned.
Do.....	Woodbury.....	Great Cranberry Island.	Rodney (schooner).	.....	.....	.....	Broke power boat out of ice.
Do.....	Fire Island (4).....	Off station.....	Emily K. (motor boat).	.....	.....	2	Do.
Dec. 17.....	.....do.....	Plymouth Bay.	K. & K. (motor boat).	.....	.....	6	Towed disabled motor boat to harbor.
Do.....	Gurnet (2).....	Shrewsbury River.....	Powow (motor boat).	35	.....	.....	Assisted in floating steamer.
Dec. 18.....	Cranberry Islands (1).....	Bakers Island.	Daisy (lighthouse steamer).	.....	Lobsters	1	Disabled motor boat towed to mooring.
Do.....	Famlico.....	Hatteras Inlet.	Marion (motor boat).	2,467	.....	27	Officers and crew of shipwrecked steamer taken on board and transported to Elizabeth City.
Dec. 18-19.....	Seminole.....	Cape Fear.....	Isle of Ione (steamer, British).	291	.....	6	Anchor and chain lost by schooner on Cape Fear Bar recovered and returned to owner.
Dec. 19.....	Barnegat.....	Off station.....	Wm. Thos. Moore (schooner).	9	.....	3	Engine disabled and gasoline exhausted; towed to near shore, engine repaired, and gasoline furnished.
Dec. 22.....	Grand Haven (12).....	.....do.....	Maud F. (motor boat).	44	.....	4	Assisted in extinguishing burning tugboat.
Dec. 23.....	Fourth Cliff (2).....	.....do.....	H. J. Dornbos (steamer).	6	Fish	2	Power boat, fuel exhausted, furnished gasoline.
Do.....	Charlevoix (12).....	.....do.....	Motor boat.....	7	Fish and nets	4	Power fish boat unable to get through ice, towed into harbor.
Dec. 24.....	.....do.....	.....do.....	Drake (motor boat).....	18	do.....	5	Fish tug unable to get through ice pulled into harbor.
Dec. 26.....	Rockaway Point (4).....	.....do.....	Pottawatomie (steamer).	.....	.....	5	Schooner fast in ice. Took crew ashore.
Do.....	Great Egg (5).....	.....do.....	Burthur K. (motor boat).	.....	.....	2	Man reported missing. Searched for and found body.
Do.....	Credits Hill (7).....	Pamlico Sound.	Gunning boat.....	.....	.....	2	Assisted in floating schooner on beach.
Do.....	Supply boat Carolina.	Elizabeth City.....	Topas (schooner).	121	.....	3	Drifted with tide against bridge. Towed to berth.
Dec. 29.....	Winona.....	Mobile Bay.....	Onawa II (motor boat).	3,026	.....	26	Aground in lower harbor. Ran line and towed on steamer; unable to release. Work suspended for lack of power.
1915.	.....	.....	St. Ninian (steamer, British).	.....	.....	2	Assisted motor boat with broken shaft.
Jan. 6.....	Muskeget (2).....	Muskeget Island.	Evelyn (catboat).	.....	.....	3	Engine broken, adrift in steamer path; towed to wharf.
Jan. 7.....	Scout.....	Seattle.....	Juno (motor boat).....	.....	.....	1	to harline sick man over night and transported them to Seattle, all from crew of K-4.
Jan. 13.....	Unauga.....	Neah Bay.....	K-4 (U. S. submarine).	.....	.....	3	Assisted schooner to recover anchor.
Do.....	Portsmouth Harbor (1).....	Kittery Cove.....	Herman F. Kimball (schooner).	100	.....	5	Notified owner of stranded motor boat and assisted to float.
Do.....	Madaket (2).....	Broad Creek.....	Little Annie (motor boat).	.....	.....	.....	Leaking in heavy sea. Piloted through difficult channel to safe harbor.
Jan. 16.....	Brasos (9).....	Brasos de Santiago bar.	Corpus Christi (schooner).	.....	.....	.....	Caught fire and sunk; three drowned; dragged for bodies without result.
Jan. 16-18.....	Pamlico.....	Pamlico Sound.....	Julia (motor boat).....	15	.....	20	Stranded; assisted in floating vessel by taking soundings, carrying messages, etc.
Jan. 19.....	Green Run Inlet (6); Popes Island (6).....	Popes Island.....	Grib (steamer, Norwegian).	912	.....	.....	.....

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914. Aug. 30.....	Plum Island (2).....	Off station.....	Paul Nelson (schooner).	123	Lumber.....	5	3	Wrecked seamen given first aid and cared for at station; bodies of 2 drowned men recovered.
Do.....	Muskegon (12).....	do.....	Motor boat.....			2		Motor boat hauled out on beach; later floated and towed into harbor.
Aug. 30-31.	Snobornish.....	San Juan Island.....	Lorne (steamer, British).	316		12		Towboat ashore on rocks; ran hawser and pulled on her until latter filled, necessitating salvage operations.
Aug. 31.....	Pamlico.....	Neuse River, N. C.....						Building afire on water front from exploding gasoline; crew saved motor boat from burning and stood by to prevent spread of fire.
Do.....	Plum Island (12); Sturgeon Bay Canal (12). Yamacraw.....	Off station, Sister Island, Savannah River.....	Georgia (steamer)..... Comfort (motor boat).....	865 3	Miscellaneous merchandise.	172 3	1	Ran lines and assisted to float stranded steamer. Engineer badly burned by gasoline fire; taken on board Yamacraw's launch for first treatment and placed in ambulance on shore.
Sept. 1.....	Patrol.....	Chicago River.....	City of Chicago (steamer).	1,012	General freight.....	230		Steamer afire; driven on breakwater for safety of passengers; member of Patrol's crew assisted in getting passengers off burning steamer and putting out fire.
Do.....	Marblehead (10).....	Off station.....	Golden Star (motor boat).	1				Tried to tow damaged launch, but she broke up and was abandoned.
Do.....	Pentwater (12).....	Stoney Lake.....	Edith M. (sloop).....	7		2		Out of fuel; dragged anchor; stranded; destroyed by storm after ineffectual attempts at floating.
Do.....	Nome (13).....	Off station.....	Dory.....	2				Dory in dangerous position; removed and saved from probable destruction.
Do.....	do.....	Near station.....	do.....	2	Bedding, etc.....			Dory in dangerous position; removed to place of safety.
Do.....	do.....	do.....	do.....	4				Dory removed from dangerous position, probably saved from total loss.
Do.....	do.....	do.....	Kit (whaleboat).....	3				Whaleboat; dangerous position; moved.
Do.....	do.....	Snake River.....	Defiance (motor boat).....	7				Shifted to safe anchorage.
Sept. 2.....	Manhattan.....	New York Bay.....	Wink (motor boat).....			2		Disabled motor boat picked up drifting in tideway and towed to Rosebank, Staten Island, by Manhattan's launch.
Do.....	Salisbury Beach (2).....	Off station.....	Motor boat.....			2		Fuel supply failed; towed short distance.
Do.....	Gloucester (2).....	Ten Pound Island.....	do.....			1		Stopped, runaway launch; owner rescued by another boat.
Sept. 3.....	Guard.....	San Juan Island.....	America (barge).....	2,054	Coal.....	4	4	Ran ashore in fog; crew taken on board Guard for transportation to Friday Harbor.

Sept. 4.....	Harbor Beach (11); Lakeview Beach (11).	Near East Point aux Barques Light.	Jennie Weaver (schooner).	88	Lumber.....	5	Waterlogged; boarded and assisted with sails until tug took her in tow to harbor; assisted divers to examine her, etc.
Sept. 4-5.....	Mackinac.....	Les Cheveaux Islands.	Stafford (schooner).	189	do.....	6	Stranded on beach; assisted in towing oper- ations until condition of schooner made lightering of cargo necessary, and towing was suspended.
Sept. 5.....	Patrol.....	Chicago River.....					Bridges along shore; discovered and extin- guished by Patrol.
Sept. 6.....	Gloucester (2).....	Off station.....	Nordeck (sloop)			7	Towed to star anchorage.
Sept. 7.....	Humwall Beach (1).	do.....	Ononeta (motor boat).			3	Stranded; floated her rising tide.
Do.....	Evanson (12).....	do.....	Canoe.....		Camping outfit.	6	Canoe capsized with 3 occupants; 2 swam ashore; body of third recovered by diving.
Do.....	Gloucester (2).....	Gloucester Harbor.....	Rogue (sloop)			2	Bailed out capsized sloop; owner given cloth- ing and food; towed back to Base.
Do.....	Sandy Hook (5)	Off station.....	Motor boat.....	2		2	Launch with motor trouble; started motor.
Do.....	Herford Inlet (5).....	Herford Bar.....	Gloriana (motor boat)	14		4	Gasoline tug stranded; placed anchor; floated with tug.
Do.....	do.....	do.....	Carrie (motor boat).....	13		4	Attempted to float stranded motor boat.
Sept. 8.....	City Point (2).....	Pear Island.....	Chance (sloop)			1	Towed abandoned sloop to landing.
Do.....	do.....	Long Island.....	Sloop.....				Foundered near shore; raised and towed sloop to land.
Do.....	do.....	do.....	Semego (sloop).....				Found sloop drifting; abandoned; towed to anchorage.
Do.....	do.....	do.....	Mispah (catboat).....			10	Stranded; pulled boat afloat and towed her to landing.
Do.....	do.....	Ten Pound Island.....	Peter (drill scow)			1	Scow dragged anchor and fouled gasoline launch; station crew separated vessels and moored them clear of each other.
Do.....	City Point (2).....	Thompsons Island.....	Peggy (sloop).....			1	Helped owner repair rudder of sloop and get underway.
Do.....	Mosquito Lagoon (8)	Devils Elbow.....	Irene (motor boat).....			5	Helped crew to float grounded launch.
Do.....	San Luis (9).....	Off station.....	Hustler (motor boat).....			1	Launch leaking launch ashore; repaired stuff- ing and launched her again.
Do.....	Nome (13).....	do.....	Kayak.....			1	Towed Eskimo and canoe ashore from steamer off Nome.
Do.....	do.....	do.....	Skiff.....	1	Ivory.....	2	Towed Eskimos and skiff ashore from steamer off Nome.
Sept. 9.....	City Point (2).....	do.....	Rowboat.....			10	Took party ashore from yacht, tender being disabled.
Do.....	Blue Point (4).....	Great South Bay.....	Bessie (motor boat).....			1	Two launches adrift with motors disabled; towed to safe anchorage.
Do.....	do.....	do.....	Motor boat.....			1	Spars disabled; repairs effected by carpenter at station; engine vessel to proceed.
Sept. 9-11.....	Headquarters, Bering Sea Fleet.	Dutch Harbor.....	P. J. Abler (schooner).		Walrus hides and Ivory.	10	Schooner disabled; cargo transported by Tahoma at request of owner.
Sept. 9-17.....	Tahoma.....	Atka Island.....	Lettie (schooner).....		Merchandise.	11	Disabled motor boat adrift in harbor; towed alongside and engine put in operation.
Sept. 11.....	Onondaga.....	Norfolk, Va.....	Motor boat.....			1	Engine disabled; towed boat to station and repaired engine.
Sept. 12.....	Humwall Beach (1).	Off station.....	Sarah M. (motor boat)			8	

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Sept. 13....	Lewes (6).....	Harbor of Refuge....	Dunlo (schooner).....	739	Coal.....	4	3	Took 3 men of crew of sunken barge to station and furnished them with clothing.
Sept. 14....	Sandy Point (3).....	In surf.....	Dory.....					Assisted in getting dory and seine out of surf.
Do.....	Smiths Point (4).....	Off station.....	Candy (catboat).....	4		2		Catboat dismasted; station crew repaired mast.
Do.....	Yaquina Bay (13).....	.....do.....	Enterprise (motor boat).....	22	General.....	4		Launch afire at wharf; station crew assisted firemen in putting out fire.
Sept. 15....	Burnt Island (1).....	.....do.....	Mabel (motor boat).....		Fish.....	2		Launch adrift; fuel exhausted; furnished sufficient gasoline to take boat to port.
Do.....	Monomoy (2).....	Cannon Flats.....	Alleghra (sloop).....			5		Sloop becalmed and drifting into shoal water; towed clear of shoal and enabled to proceed.
Sept. 16....	Onondaga.....	Norfolk, Va.....	Myrtle (motor boat).....			2		Disabled launch drifting on shore; towed to Onondaga by vessel's launch and repairs effected.
Do.....	Sturgeon Bay Canal (12).....	Off station.....	Addie Wade (steamer).....	98		6		Vessel stranded; ran lines for tugs which pulled her off.
Sept. 17....	Yamacraw.....	Tybee Island.....	Herbert May (schooner).....	318		6		At sea; short of provisions; supplied by Yamacraw and proceeded on her voyage.
Sept. 18....	Patrol.....	Chicago Harbor.....	Foam (schooner).....	10				Yacht afire; no one aboard; crew of Patrol assisted in fighting fire until extinguished.
Do.....	Evansston (12).....	Winnetka, Ill.....	Geo. F. Baker (steamer).....	7,210	Iron ore.....	28		Stranded; stood by vessel and assisted wreckers in floating.
Do.....	Point Adams (13).....	Desdemona Sands.....	Sailboat.....					Broke away from moorings; towed to safety.
Sept. 19....	Patrol.....	Chicago River.....	Motor boat.....			3		Disabled; drifting on pier; towed to safe mooring.
Sept. 20....	.....do.....	Chicago Outer Breakwater.....	Arapahoe (motor boat).....	19		14		Engine broken down; adrift; towed to moorings.
Sept. 22....	Brentons Point (3).....	Off station.....	Avis (motor boat).....			2		Gave disabled boat a tow to port after she had been picked up by sailboat.
Do.....	Point Adams (13).....	Clatsop Bay.....	Motor boat.....			2		Made slight repairs to engine, which allowed boat to proceed.
Sept. 24....	Humbly's Beach (1).....	Popham Beach.....	.....do.....			1		Assisted in repairing engine.
Sept. 25....	Townsend's Inlet (5).....	Off station.....	.....do.....			1		Gave boat a tow, as engine was disabled.
Do.....	Mosquito Lagoon (8).....	.....do.....	Eagle (motor boat).....			2		Helped make repairs to engine.
Do.....	Thunder Bay Island (11).....	.....do.....	Rabbits Foot (motor boat).....			2		One surfman helped to float launch.
Do.....	Yaquina Bay (13).....	.....do.....	Mirene (motor boat).....	46	General.....	7		Took 3 men out to assist schooner.
Sept. 26....	Jackson Park (12).....	.....do.....	Scow.....			1		Towed tug out of shallow water for tug to make fast towline.
Sept. 27....	Pamlico.....	Newbern, N. C.....						Man, believed to have fallen off pier and drowned; body recovered with drag by crew of Pamlico.

Do. Sept. 28	Point Allerton (2). Patrol	O. J. graves. Chicago River	Susan B. (motor boat) Mayflower (motor boat).			5 3	Engine disabled, towed to pier. Motor boat, engine disabled, drift in lake with crew of 3 on board; towed to berth inside and engine repaired by member of crew of Patrol.
Do.	North Schuatsu (2)	Off station.	Jonas H. French (steamer).	195	Sand	7	Vessel sunk; helped dredge land through surf and furnished with dry clothing.
Sept. 30	Two Mile Beach (5)	Cold Spring Inlet.	Israella (motor boat and barge).	13	Lumber	8	Stood by barge while power boat obtained fuel; assisted in weighing anchor.
Do.	Cape Lookout (7)	O. J. station.	Thelma (schooner).	449		7	Piloted vessel into harbor.
Do.	Fort Point (13); Point Bonita (13)	Lobos Creek.	Pile driver.			8	Stood by during wrecking operations.
Oct. 1.	Cleveland (10)	Streamore Slip.	Imp (catboat).			2	Boy drowned; efforts to resuscitate failed.
Oct. 3.	Onondaga	Norfolk, Va.					Capsize catboat righted and towed with occupants to Onondaga, from which they proceeded to shore.
Do.	Middle Island (11)	Off station.	Jessie (sloop).	3	Coal	2	Sloop; towed with 2 small skiffs.
Oct. 4.	Algonquin	Culebra					Dummy mine adrift off Culebra; taken from Seine Bay to San Juan by Algonquin and turned over to naval official.
Do.	Miami	Key West.	Naval barge.				Dredging barge off the track and jammed on marine railway; ran line and towed off railway into deep water.
Do.	Jackson Park (12)	Off station.	Alice (motor boat).			5	Launch, damaged by collision; cared for by station.
Oct. 6.	Biscayne Bay (8)	do.	Constance (motor boat).	18	Fish	10	Motor boat, engine trouble; keeper with pole held her clear of sand bar.
Oct. 7.	Algonquin	San Juan.					Buildings on fire in city of San Juan; party from Algonquin assisted local fire department until fire was under control.
Do.	Mustaget (2)	Off station.	Catboat.			1	Surfman aided in floating stranded catboat.
Oct. 10.	Seneca	New York Bay.	Frances (motor boat).			2	Disabled motor boat with 2 persons drifting inebb tide through Narrows; picked up by Seneca's launch and towed to berth.
Oct. 11.	Yamacraw	Savannah River.	Kidde (motor boat).			2	Motor boat with perishable cargo, fuel supply exhausted; supplied with gasoline by Yamacraw's launch.
Oct. 12.	Damiscove Island (1).	Off station.	Sloop.			1	Sloop collided with her own dory; recovered gear and towed both to harbor.
Do.	Nome (13)	Snake River	New Jersey (motor boat).	9		6	Ran out anchors for stranded motor boat.
Oct. 13	Galveston (9)	Pelican Spit.	Texas (motor boat).	14	Charcoal	6	Aided tug in floating stranded vessel.
Do.	Racine (12)	Off station.	John W. Moore (steamer).	1,961		2	Heavy swell, vessel insecure at wharf; ran lines and secured vessel.
Do.	Two Rivers (12)	Manitowoc.	No. 20 (dump scow).	289	Dredging outfit.		Station crew ran lines to tug, which pulled off stranded scow.
Do.	Racine (12)	Off station.	Mary Ludwig (schooner).	68		2	Moored at unsafe berth, heavy swell running; towed to smooth water and moored.
Do.	do.	do.	Cleopatra (motor boat).	7			Pounding against wharf; towed to safe berth.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Oct. 14.....	Evans (12).....	Wilmette Harbor.....	Motor boat.....					Broke mooring; hauled up on shore and cured for.
Oct. 16.....	Patrol.....	Chicago.....	M. A. Hensler (steamer).....	655	Sand.....	8		Adrift outside breakwater, steering gear disabled. Patrol assisted in towing toward harbor until tug arrived.
Do.....	Bois Blanc (11).....	Off station.....	James H. Shrigley (steamer).....	459				Machinery disabled; station crew obtained tug for vessel.
Oct. 18.....	Point Lookout (4).....	do.....	Florence (motor boat).....					Engine disabled at wharf, towed to another berth.
Do.....	Racine (12).....	do.....	John W. Moore (steamer).....	1,961		2		Assisted in moving steamer to safer berth.
Oct. 19.....	Cape Disappointment.....	do.....	Motor boat.....	3		1		Warned power boat not to attempt crossing bar account heavy sea.
Oct. 24.....	Nahant (2).....	Lynn Harbor.....	Sail dory.....			3	3	Dry clothing furnished 3 men from capsized boat.
Oct. 25.....	Arenas (9).....	Off station.....	Karma (motor boat).....					Parted mooring; safely secured to save damage.
Oct. 26.....	Pamlico.....	Newbern, N. C.....	Emma & Mabel (barge).....	457	Lumber.....	4		Pamlico assisted in towing operations on stranded barge, one tide; further assistance declined by master.
Do.....	Yamacraw.....	Savannah River.....	Wiku (motor boat).....	2				Picked up adrift and turned over to owner.
Oct. 27.....	Durants (7).....	Batteras Inlet.....	Georgia A. Gaskins (schooner).....	13	Pine wood.....	2		Stranded; took crew ashore until tide floated vessel.
Do.....	Sullivan's Island (8).....	Off station.....	Crack a Jack (sloop).....			2		Stranded on jetty; recovered equipment and returned to owners.
Do.....	Nome (13).....	do.....	Wave (motor boat).....	11	Salt fish.....			Anchored in surf; assisted crew in getting vessel to deep water.
Oct. 28.....	Fire Island (4).....	do.....	Static (motor boat).....					Lost propeller, dragging anchor; towed to safety.
Do.....	Point Adams (13).....	do.....	Emu (sloop).....		Fish gear.....	3		Drifted against jetty; towed to channel.
Oct. 29.....	Pamlico.....	Neuse River.....	Hydroplane.....			1		Broken away from towing vessel and lost sight of; searched for and recovered and turned over to owner.
Oct. 30.....	Miami.....	Off Sand Key.....	Henrietta F. Powell (schooner).....	316	Lumber.....	8		Shipwrecked crew of Powell taken from steamer Belgian in Florida Straits and conveyed to Key West.
Do.....	Old Chicago (12).....	Chicago River.....	Inone (motor boat).....			1		Propeller fouled towline; secured to wharf and cleared propeller.
Oct. 31.....	Cockata (2).....	Rescue Hill.....	Dory.....		Lumber tow.....			Dory adrift; recovered and returned to owners.

Oct. 26-Nov. 2	Woodbury	Penobscot Bay	Irrington (steamer)	398	15	Stranded towboat; Woodbury conducted minor salvage operations and stationed watch on vessel at request of wrecking company until their equipment arrived. Fishing launch, broken rudder; repaired at station.
Nov. 2	Isles of Shoals (1)	Off station	Motor boat		2	Lifeboat in tow of tug searched for lost scow. Disabled motor boat pounding against bulkhead in seaway; towed clear and anchored in safe harbor.
Nov. 3	Muskegon (12)	do	Scow		2	Assisted in floating stranded schooner.
Nov. 5	Guide	Erle basin	Good times (motor boat)	2	8	Schooner in distress; sent message to Coast Guard cutter Aushnet for him.
Nov. 6	Sandy Point (3)	Block Island	Coral Leaf (schooner)	428	7	Vessel at wharf pounding on bottom; assisted in shifting berth.
Nov. 7	Chatham (2)	Off station	F. & T. Lupton (schooner)	922	2	Motor fishing launch pounding heavily against wharf; secured at safe berth.
Do	Harbor Beach (11)	do	Jennie Weaver (schooner)	88	7	Aground on rocks; towing operations 2 days by Tuscarora and company vessels; operations discontinued and schooner stripped station crew assisted in running lines.
Do	do	do	J. H. Spencer (motor boat)		3	Power cruiser, engine disabled; towed to safety.
Nov. 7-8	Plum Island (12); Tuscarora	do	Resurrection (schooner)	283	1	Disabled motor dory; towed to station.
Nov. 8	Gurnet (2)	Cape Cod Bay	Spray (motor boat)		25	Lost dory found on beach; returned to owner.
Nov. 11	Burnt Island (1)	Off station	Motor boat			Transported pilot to steamer; no other transportation available.
Do	Gurnet (2)	Duxbury Bay	Dory		1	Wharf warehouse on fire; crew assisted fire department until fire was under control.
Nov. 12	Coos Bay (13)	Off station	Whittier (steamer)	1,285	7	Disabled motor boat with sloop in tow; towed to wharf.
Nov. 13	Seminole	Baltimore				Schooner with tow anchored in heavy sea; transported master to shore for supplies and consultation with owners.
Do	Gurnet (2)	Plymouth harbor	Spinster (motor boat)		2	Stranded; crew assisted with lines and rescued men from capsized whaleboat, which was seeking barge.
Do	Thunder Bay Island (11)	Off station	Ashland (schooner)	991		Ours lost; towed to destination.
Do	Yaquina Bay	Siletz River	No. 277 (U. S. N. barge)			Punt adrift in surf; rescued and turned over to owner.
Nov. 15	Portsmouth Harbor (1)	Garrish's Island	Dory		4	Motor boat on beach; planted anchor; floated at high tide.
Do	Gurnet (2)	Plymouth Bay	Punt		7	Capsized in surf on beach; assisted to right and haul out.
Do	Fire Island (4)	Farm shoal	Chesapeake (motor boat)	18	1	Recovered skiff and body of drowned man.
Nov. 17	Toms River (5)	Seaside Park	Motor boat		1	Towed disabled motor craft to station and crewed for 1 man overnight.
Do	Gilgo (4)	Great South Bay	Rowboat		3	Piloted motor boat over bar and to safety.
Nov. 18	Cuttyhunk (2)	Hen & Chickens (light vessel)	Mildred (brig)		1	Released small motor boat from ice and took to safety.
Do	Metomkin Inlet (5)	On bar	Maud F. (motor boat)			
Do	Duluth (11)	Off station	Motor boat			

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Nov. 18.....	Hammond (11).....	Nine Mile Point.....	M. Sicken (steamer).....	212				Stranded; ran lines for tug during strong gale and snowstorm.
Do.....	Point Adams (13); Cape Disappointment (13).....	Clatsop Spit.....	Daisy Freeman (steamer).....	613		21		Steamer rudder broken; telephoned for tug.
Nov. 19.....	Nahant (2).....	On beach.....	Dory.....					Dory on beach in surf; hauled her clear.
Do.....	Sandy Hook (5).....	Off station.....	No. 9 (sow).....			1	1	Sow in breakers on beach; took man on board to station and cared for him overnight.
Do.....	Sullivan's Island (8).....	Comings Point.....	Beniah (motor boat).....	13				Cleared line from wheel of power boat.
Do.....	Buffalo (10).....	Off station.....	Express (motor boat).....			2		Steam launch stranded; took crew to station.
Do.....	Grand Marais (11).....	do.....	Annie M. Peterson (barge).....	631	Lumber.....	7		Picked up bodies on beach from barge which went to pieces offshore in gale and snowstorm.
Do.....	Kewaunee (12).....	Pier Head Light.....	Wm. Aldrich (schooner).....	177			5	Schooner anchored offshore; sea increasing; took crew to station.
Do.....	Point Adams (13).....	Deedemans Sands.....	Pierre Antonline (bark).....	2,030	General.....	23		Handled lines and transported pilot for incoming ship.
Nov. 20.....	Plum Island (2).....	Ipswich River.....	Lighter.....		Stone.....		2	Ran out anchors and assisted in floating lighter off river bank.
Do.....	Two Mile Beach (5); Coldspring (5).....	Off Coldspring.....	Nelson Z. Graves (dredge).....	705			20	Carried bawser, ran lines, and assisted tow-boat in getting dredge to safe berth.
Do.....	Erie (10).....	Peninsula.....	Rocket (steamer).....	39	Fish and nets.....		7	Ran lines and towed dredge; assisted in floating stranded tug.
Nov. 21.....	Portage (11).....	Pier Head Light.....	W. K. Bixby (steamer).....	5,712	Coal.....		28	Sounded out water for stranded steamer and took master ashore.
Nov. 22.....	Sturgeon Bay Canal (12).....	Off station.....	J. V. Taylor (schooner).....	199	Lumber.....		6	Assisted schooner in trouble in canal to make fast to jetty.
Nov. 23.....	Mackinac.....	Sault Ste. Marie.....	Undine (motor boat).....				2	Disabled and adrift; picked up and towed to wharf.
Do.....	Monomoy Point (2).....	Pollock Rip.....	Samuel Dillaway (schooner).....	739			8	Short-handed; assisted in getting anchor and schooner proceeded in tow.
Do.....	Saluria (9).....	Off station.....	Novice (motor boat).....	41			6	Master and passengers of disabled boat transported.
Nov. 24.....	Algonquin.....	Culebra Island.....	Mine.....					Practice marine mine adrift; picked up and turned over to naval official.
Do.....	Mohawk.....	Shinnecock.....	Georgia D. Jenkins (schooner).....	398	Lumber.....		7	Stranded; ran lines and towed on bar; operations suspended for lightering.
Do.....	Tales of Shoals (1).....	Duck Island.....	Anna D. Sanborn (schooner).....	34	Fish.....		2	Crew of foundered schooner cared for at station.
Nov. 25.....	Rye Beach (1).....	Off station.....	Motor boat.....				2	Repaired disabled engine of motor boat.

Do.....	Chatham (2).....	Harding Beach Light.	Maurice (steamer, Br.)	300	Piling.....	6	Stranded schooner; assisted in communi- cating.
Do.....	Highland (2).....	Off station.....	Orozimbo (schooner).....	147		5	Schooner, sails blown away; assisted to work vessel ashore until picked up by towboat.
Nov. 26...	Huntwells Beach (1)	West Georgetown.....	Lausing (steamer).....	1,611		7	Ran hawser and hove up anchor for steamer in low from dangerous anchorage.
Do.....	Portsmouth Harbor (1)	Gerrish's Island.....	Geo. R. Smith (schoon- et).....	136		3	Ran hawser and weighed anchor for grounded schooner.
Do.....	Fort Lauderdale (3)...	Off station.....	Billie (motor boat).....			5	Landed passengers and assisted in floating stranded launch.
Do.....	Brazos (9).....	Laguna Madre.....	Mart ha J. (motor boat)			3	Searched for overdue launch and crew.
Do.....	Galveston (9).....	East Bay.....	Motor boat.....			8	Searched for missing hunting party along coast.
Nov. 27...	Guard.....	San Juan Island.....	Skiff.....				Skiff lost from moorings; searched for, found, and returned to owner.
Do.....	Muskegon (12).....	Off station.....	Mary A. Gregory (schooner).....	87	Cedar post.....	2	Schooner anchored in difficult position; as- sisted in getting underway.
Nov. 28...	Fort Lauderdale (8)...	do.....	Drift Wood (motor boat).....			1	Assisted man who swam ashore from foun- dered launch.
Do.....	Racine (12).....	do.....	Mary Ellen Cook (schooner).....	132		5	Assisted in moving schooner to safe berth.
Nov. 28-29	Morrill.....	Presque Isle.....	Rocket (steamer).....	39		6	Ashore high up on beach; towed four days; work suspended to permit of dredging operations to free steamer.
Nov. 30...	Plum Island (12).....	Off station.....	Favorite (steamer).....	1,223		21	Ran hawser and siphon line from wrecking tug to stranded schooner.
Dec. 1.....	Snohomish.....	Port Angeles.....					Boom of logs adrift; Snohomish assisted in sweeping harbor and recovering property for owners.
Do.....	Velasco (9).....	Freeport, Tex.....	Ina (motor boat).....	266	Coke.....	2	Dragged for body of drowned man.
Do.....	Marblehead (10).....	Off station.....	Albert Y. Gowen (steamer).....	14		8	Piloted steamer through fog to harbor.
Dec. 3.....	Point Lookout (4); Short Beach (4).	Jones Inlet.....	Genia (motor boat).....	339	Sand.....	5	Assisted crew of smack to float vessel aground.
Do.....	Fairport (10).....	Off station.....	Junior (steamer).....		Lumber.....	11	Procured aid for stranded dredge and trans- ported master.
Dec. 4.....	Point Allerton (2)...	Fawn Bar.....	Mildred H. Cochran (schooner).....			4	Assisted in running hawser and furling sails of stranded schooner.
Dec. 5.....	Itasca.....	Chesapeake Bay.....	Constellation (U. S. S.)			19	Frigate Constellation anchored in unsafe position in northeast gale and rough sea; Itasca had line to frigate for towing; line parted; before another attempt Itasca an- swered call for assistance at sea.
Do.....	Gloucester (2).....	Nahant.....	Mary F. (motor boat).....		Fish nets.....	2	Towed disabled motor boat from Nahant to Gloucester.
Do.....	Muskeget (2).....	Tuckernuck Shoal.....	Alice M. Lawrence (schooner).....	3,132		13	Minor assistance to master of stranded schooner.
Do.....	New Shoreham (3)...	Outer Basin.....	Thos. C. Rack et (schooner).....	44	Mussels.....	3	Ran line to wharf and floated schooner aground in harbor.
Do.....	Point of Woods (4)...	Channel.....	Calboat.....	2		2	Gave shelter to 2 exhausted men at station and cared for their sailboat until returned to owner.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1914.								
Dec. 5.	Hereford Inlet (5).	Off station.	Motor boat.			2		Loaned anchor and cable to boatman to hold his boat in northeast gale.
Do.	Oswego (10).	Oswego River.	Tonawanda (steamer).	31		4		Tug with propeller fouled towed to wharf and repairs of diver procured.
Dec. 6.	Hereford Inlet (5).	Off station.	Charlotte (sloop).	16				Ran out anchor to deep sloop off wharf.
Dec. 7.	Woodbury.	Portland, Me.	Harvard (motor boat).					Adrift, no crew aboard. Picked up and returned to owner.
Do.	Gloucester (2).	Off station.	Motor boat.			1		Towed disabled launch up harbor at request of owner.
Do.	Maddaket (2).	Hither Creek.	Fish Hawk (motor boat).			1		Assisted in floating power boat.
Do.	Toms River (5).	Pelican Island.	Bateau.			1		Recovered body of drowned man.
Do.	Forked River (5).	Off station.	House boat.			1	4	Sheltered 4 men at station during gale.
Dec. 8.	Galveston (9).	Channel.	Zealand (motor boat).	47		18		Landed passengers from motor boat.
Do.	do.	Off station.	Cora Price (motor boat).	9		4		Carried out anchor for sunken power boat.
Do.	Manistee (12).	do.	Shiff.		Fish and nets.	1		Assisted fisherman to haul boat out of surf and care for nets.
Dec. 9.	San Luis (9).	do.	Hustler (motor boat).			1		Assisted master of stranded powerboat and landed stores.
Dec. 12.	Charlevoix (12).	Antrim City.	Arbutus (motor boat).	13		2		Worked in ice to save stranded motor boat.
Dec. 13.	Algonquin.		Desaio II.					Boat adrift without occupants. Picked up and landed at Ponce for restoration to owner.
Dec. 14.	Gloucester (2).	Dollivers Neck.	Ella M. Storer (schooner).	449	Coal.	7	7	Transported shipwrecked crew from island to station for shelter.
Do.	Barnegat (5).	Barnegat Inlet.	Vincent (motor boat).	11	Fish.	5		Stranded; assisted in floating her.
Do.	Wachapreague (6).	Off station.	Glady's Whiting (motor boat).	21	Oysters.	2		Procured tug to tow disabled gas sloop to harbor.
Do.	Mosquito Lagoon (8).	do.	House boat.		Lumber.	1		Assisted stranded house boat in floating and getting into channel.
Dec. 15.	Acushnet.	Tuckernuck Shoal.	Alice M. Lawrence (schooner).					Aground on shoal. Line shot to schooner returned with information she would sink if hauled off. Stood by to assist. Wrecking company took up salvage work.
Do.	Guard.	San Juan Channel.						Heavy logs in track of navigation. Towed ashore and beached.
Do.	Fire Island (4).	Off station.	No. 105 (motor boat).			3	2	Motor boat in ice. Hauled ashore for safety and sheltered crew.
Do.	Mosquito Lagoon (8).	Devils Elbow.	House boat.			1	1	House boat unable to return on account adverse winds. Sheltered crew.

Dec. 16....	Androsoggin.....	Curtis Bay.....	Harriet (steam yacht), Parker (schooner).	30	.....	5	Sunk in shoal water. Lightered cargo and stood by until arrival of tug. Anchor and chain lost by schooner. Recovered and returned.
Do.....	Woodbury.....	Great Cranberry Island.	Rodney (schooner).	.....	.....	.....	Broke power boat out of ice.
Do.....	Fire Island (4).....	Off station.....	Emily K. (motor boat).	.....	.....	2	Towed disabled motor boat to harbor.
Dec. 17....	Gurnet (2).....	Plymouth Bay.....	K. & K. (motor boat).	35	.....	6	Assisted in floating steamer.
Do.....	Sandy Hook (5).....	Shrewsbury River.....	Powow (motor boat).	.....	.....	1	Disabled motor boat towed to mooring.
Dec. 18....	Cranberry Islands (1).....	Bakers Island.....	Marion (motor boat).	2,467	Lobsters.....	27	Officers and crew of shipwrecked steamer taken on board and transported to Elizabeth City.
Do.....	Pamlico.....	Hatteras Inlet.....	Isle of Ione (steamer, British).	.....	.....	6	Anchor and chain lost by schooner on Cape Fear Bar recovered and returned to owner.
Dec. 19-19....	Seminole.....	Cape Fear.....	Wm. Thos. Moore (schooner).	291	.....	3	Engine disabled and gasoline exhausted; towed to near shore, engine repaired, and gasoline furnished.
Dec. 19....	Barnegat.....	Off station.....	Maud F. (motor boat).	9	.....	4	Assisted in extinguishing burning tugboat.
Dec. 22....	Grand Haven (12).....	do.....	H. J. Dornbos (steamer).	44	.....	2	Power boat, fuel exhausted, furnished gasoline.
Dec. 23....	Fourth Cliff (2).....	do.....	Motor boat.....	6	Fish.....	4	Power fish boat unable to get through ice, towed into harbor.
Do.....	Charlevoix (12).....	do.....	Drake (motor boat).....	7	Fish and nets.....	5	Fish tug unable to get through ice pulled into harbor.
Dec. 24....	do.....	do.....	Pottawattomie (steamer).	18	do.....	5	Schooner fast in ice. Took crew ashore.
Dec. 26....	Rockaway Point (4).....	do.....	Burthur K. (motor boat).	.....	.....	2	Man reported missing. Searched for and found body.
Do.....	Great Egg (5).....	do.....	Gunning boat.....	.....	.....	3	Assisted in floating schooner on beach.
Do.....	Creeds Hill (7).....	Pamlico Sound.....	Topas (schooner).	121	.....	26	Drifted with tide against bridge. Towed to berth.
Do.....	Supply boat Carolina.....	Elizabeth City.....	Onawa II (motor boat).	3,026	.....	2	Aground in lower harbor. Ran line and towed on steamer; unable to release. Work suspended for lack of power.
Dec. 29....	Winona.....	Mobile Bay.....	St. Ninian (steamer, British).	.....	.....	3	Assisted motor boat with broken shaft.
1915.	Muskeget (2).....	Muskeget Island.....	Evelyn (catboat).	.....	.....	1	Engine broken, adrift in steamer path; towed to harbor.
Jan. 6....	Scout.....	Seattle.....	Juno (motor boat).....	.....	.....	1	Cared for one sick man over night and transported three sick men to Seattle, all from crew of K-4.
Jan. 13....	Unauga.....	Neah Bay.....	K-4 (U. S. submarine).	.....	.....	3	Assisted schooner to recover anchor.
Do.....	Portsmouth Harbor (1).....	Kittery Cove.....	Herman F. Kimball (schooner).	100	.....	5	Notified owner of stranded motor boat and assigned to float.
Do.....	Madaket (2).....	Broad Creek.....	Little Annie (motor boat).	.....	.....	.....	Leaking in heavy sea. Piloted through difficult channel to safe harbor.
Jan. 16....	Brazos (9).....	Brazos de Santiago bar.	Corpus Christi (schooner).	15	.....	.....	Caught fire and sunk; three drowned; dragged for hours without result.
Jan. 16-18....	Pamlico.....	Pamlico Sound.....	Julia (motor boat).....	912	.....	20	Stranded; assisted in floating vessel by taking soundings, carrying messages, etc.
Jan. 19....	Green Run Inlet (6); Popes Island (6).....	Popes Island.....	Grib (steamer, Norwegian).	.....	.....	.....	.....

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Jan. 19.....	Yamacraw.....	Savannah.....	Scow.....					Adrift in Savannah River. Towed to wharf and secured.
Jan. 20.....	Seminole.....	Lookout Light.....	Glady's (schooner).....	646	Salt.....	8		Short of fuel. Supplied with ton of coal from Seminole.
Jan. 21-22.....	Miami.....	Gulf Coast.....	Alice E. Jones (schooner).....	60	Fruit.....	6	1	On beach. Attempt to float unsuccessful. Master given medical aid.
Jan. 22.....	Two Rivers (12).....	Off station.....	A. W. Luecke (steamer).....	52	Fish and nets.....	6		Approaching dangerous bar. Warned not to attempt passage.
Jan. 21-25.....	Itasca.....	Virginia coast.....	Angelo Parodi (steamer, Italian).....					Adrift at sea, no fuel. Picked up by Itasca, but line parted in gale. Lost sight of in fog. Towed in by another steamer.
Jan. 27.....	Thetis.....	Kalua, Hawaii.....	Spokane (schooner).....	570	Lumber.....	10	1	Member of crew given medical attention. Housed near beach in danger from high surf and tide. Removed to safety on high ground.
Jan. 30.....	Southside (13).....	Off station.....	3 aeroplanes.....					Stranded. Aided crew in planting kedges by which vessel was hauled off.
Jan. 31.....	Galveston (9).....	Pelican Spit.....	George Lock (schooner).....	32	General merchandise.....	3		Disabled motor boat towed to harbor.
Feb. 1.....	Gloucester (2).....	Gap Head.....	Motor boat.....			3		Landed catboat clear of wharf during gale.
Feb. 2.....	New Shoreham (3).....	Old Harbor.....	Maud (catboat).....	4				Ran line and assisted in hauling catboat clear of wharf during gale.
Do.....	do.....	do.....	Mary L (motor boat).....	4				Assisted master of stranded motor boat with anchors on cables.
Do.....	Hereford Inlet (5).....	Off station.....	Alberta L. (motor boat).....	13		3		At anchor on lee shore; attempted to tow clear of danger, but line parted each time in squalls; when weather moderated ship was towed to Seattle by tug.
Feb. 3.....	Snohomish.....	Nesah Bay.....	Westgate (ship, British).....	1,921		26		Transferred man from schooner in lower bay to marine hospital, Stapleton, man being badly injured and master unable to make other provisions.
Do.....	Mohawk.....	New York Harbor.....	Anna R. Heidritter (schooner).....	610	Cement.....	8	1	Received information Celtic was ashore; after difficult run in northeast storm found safe at anchor and no assistance needed.
Do.....	Aushnet.....	Nantucket Shoals.....	Celtic (U. S. S.).....		Naval supply.....			Ran out anchor for stranded motor boat.
Do.....	Fire Island (4).....	Farm Shoal.....	Wolverine (motor boat).....	14	Clams.....	3		38 days out, short fuel and provisions; supplied 38 rations and one-fourth ton coal.
Feb. 4.....	Seminole.....	Lookout Light.....	Mark Pendleton (schooner).....	456	Dyewood.....	8		Put out fire on burning launch.
Do.....	Galveston (9).....	Pelican Spit.....	Priscilla (motor boat).....	3				

Do.	Old Chicago (12).	Off station.	Iowa (steamer).	1, 157	General.	71	Keeper assisted crew of sunken steamer over ice to land. Fast in ice, danger of being carried to sea; broke her out and made fast to wharf. Towed bark from position near rocks to safer anchorage. Transported master of steamer to procure supplies. Worked on stranded motor launch.
Feb. 5.	Woodbury.	Portland, Me.	Alice S. Wentworth (schooner).	68	Lumber.	3	
Do.	Sandy Hook (5).	Shrewsbury Rocks.	Padang (bark, Norwegian).	617	Oil.	11	
Do.	Cape Fear (7).	Off station.	Dixie (steamer).	128		9	
Feb. 6.	Oak Island (7).	Fort Caswell Beach.	M. C. Guthrie (motor boat).		Coal.	2	
Do.	Sullivan's Island (8).	Off station.	Geo. H. Ames (schooner).			7	
Feb. 7.	Algonquin.	San Juan.					
Do.	do.	do.	Scow.	150			
Do.	Point of Woods (4).	Channel.	Subway (motor boat).	4		7	
Do.	Humboldt Bay (13).	Off station.	African Transport (steamer).	4, 482	Lumber.	34	
Feb. 9.	White Head (1).	Yellow Ridge Island.	Rowboat.			1	
Do.	Wachapreague (6).	Inlet.	M. J. Lee (schooner).	28	Crude oil.	3	
Feb. 10-11.	Coco Bay (13).	Off station.	Whittier (steamer).	1, 295		25	
Feb. 12.	Point Allerton (2).	Boston Light.	Motor boat.			5	
Feb. 13.	Muskeget (2).	Norton Shoal.	Mary F. Barrett (schooner).	1, 883		9	
Feb. 14.	Milwaukee (12).	Off station.	Skiff.			2	
Feb. 15.	Androscoegin.	Boston.	Motor boat.		Fish.	4	
Feb. 17.	Point of Woods (4).	Off station.	Hannah H. (schooner).	71	Oysters.	3	
Do.	San Luis (9).	do.	Greyhound (motor boat).			2	
Feb. 21.	Cape Disappointment (13).	do.	Panama (motor boat).	5		1	
Do.	Humboldt Bay (13).	do.	Skiff.				
Feb. 23.	Seminole.	Cape Fear River.	Bellgrano (steamer, British).	3, 047	Nitrates, ore, and sugar.	40	
Mar. 1.	Aranas (9).	Padre Island.	Nicaragua (steamer, Mex.).	379		7	
Mar. 2.	Currituck Beach (7); Penneys Hill (7).	Off station.	St. Helena (steamer, Br.).	4, 203	General.	39	
Mar. 5.	Core Bank (7).	Wt. N. C.	Julia (schooner).	12	Oyster shells.	2	

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Mar. 7.....	Cape May (5).....	Brandywine Shoals.....	Albatross (tug) and 2 barges.	286	.....	13	.....	Fouled propeller; put diver aboard.
Mar. 9.....	Oak Island (4).....	Fire Island Bar.....	Olive B. Van Dusen (schooner).	44	.....	2	.....	Stranded; assisted crew to float vessel.
Do.....	Fort Point (13).....	Anita Rock.....	Reliance (steamer).....	94	.....	6	.....	Stranded; transmitted messages for master, securing services of tug.
Mar. 12.....	Little Egg (5).....	Inlet.....	M. J. Lee (schooner).....	28	Oysters.....	2	.....	Piloted vessel through difficult channel to harbor.
Mar. 13.....	Scout.....	Seattle.....	Colima (motor boat).....	13	.....	2	.....	Engine disabled, towed vessel to wharf.
Mar. 14.....	Fort Point (13).....	Off station.....	Beachey (monoplane).....	.....	.....	1	.....	Machine became disabled and fell into water; helped recover Beachey's body and wrecked machine.
Mar. 16.....	Cape Fear (7), Oak Island (7), Seminole.....	Smiths Island.....	D. H. Penton (motor boat).	12	.....	4	.....	Stranded; ran lines to steamer which hauled vessel off.
Mar. 19-21.	.....	Lookout Shoals.....	Sylvia C. Hall (schooner).	384	Lumber.....	5	.....	Wrecked; total loss. Seminole transported crew and underwriters' agent to Wilmington, N. C.
Mar. 22.....	Onondaga.....	Fenwick Island Light-ship.	Washingtonian (steamer).	.....	.....	.....	.....	Transported Army Engineer and divers to scene of sunken vessel for examination relative to depth of water over wreck.
Mar. 24.....	Baileys Harbor (12).....	Off station.....	Nellie (motor boat).....	7	Fish.....	2	.....	Leaking badly; hauled onto beach.
Mar. 25.....	Cranberry Islands (1).....	Eastern Beach Lodge.	Manassas (motor boat).	112	.....	15	14	Stranded and burned; crew cared for at station.
Mar. 27.....	Marblehead (10).....	Off station.....	Mary Groh (steamer).....	139	Sand.....	6	.....	Steamer disabled; minor assistance; accompanied to port.
Mar. 29.....	Coskata (2).....	Cotue.....	Jessie (motor boat).....	9	.....	3	.....	Saved some of gear from motor boat lost by fire.
Do.....	Point Allerton (2).....	Off station.....	Dory.....	.....	.....	2	2	Dory's occupants succored and towed to destination.
Mar. 31.....	Point Adams (13).....	Clatsop Bay.....	House scow.....	.....	.....	2	2	Leaking scow towed to anchorage; occupants succored and furnished outfits.
Apr. 2.....	Fire Island (4).....	On beach.....	Motor boat.....	.....	.....	2	2	Machinery disabled; occupants cared for overnight.
Apr. 3.....	Gloucester (2).....	Freshwater Cove.....	Scorpio (motor boat).....	.....	.....	.....	.....	Moorred in dangerous position; towed to safe anchorage.
Do.....	Little Beach (5); Brigantine (6); Little Egg (6).....	Off station.....	M. J. Lee (schooner).....	28	.....	2	.....	Dragged anchor and stranded; three station crews assisted wreckers in floating vessel.
Do.....	Great Egg (5).....	Thorofare.....	Dredge.....	.....	.....	.....	.....	Sinking at mooring, rough sea, no one aboard; put engineer aboard, who raised steam and pumped vessel out.

Do.....	Cape Henlopen (6).....	Han and Chicken Shoals.....	Number Six (schooner).....	910	Coal.....	5	Recovered bodies of some of lost crew of wrecked schooner.
Do.....	do.....	do.....	Number Nine (schooner).....	909	do.....	5	Do.
Do.....	Cobb Island (6).....	Off station.....	Penweed (sloop).....				Stranded; shoved off beach to deep water.
Do.....	Carolina, supply boat.	Elizabeth City.....	Roanoke (motor boat).....			3	Swamped at wharf; crew assisted in raising vessel.
Apr. 6.....	Guard.....	Puget Sound.....	Concordia (motor boat).....	11		5	Engine disabled; strong tide; towed until engine started.
Do.....	Snohomish.....	Straits of Juan de Fuca.....					Transported physician from Neah Bay to Tatoosh Island for professional services to wife of U. S. Weather Bureau observer.
Do.....	Tillamook Bay (13).....	On bar.....	Arab (motor boat).....			3	1 Capsized in breakers on bar; 2 drowned; 1 man reached shore and was cured for at station.
Apr. 8.....	South Haven (12).....	Off station.....	Oakleaf (barge).....	395		3	Sinking at wharf; assisted watchman in getting up steam to pump vessel out.
Apr. 9.....	Seminole.....	Cape Fear.....	Pan American (steamer).....	234		19	Assisted tug in finding harbor entrance, and searched for one of her barges gone adrift.
Apr. 10.....	Sullivan's Island (9).....	Off station.....	Knox (motor boat).....			3	Drifting disabled; boarded vessel and put engine in order.
Do.....	Saluria (9).....	do.....	Fox (motor boat).....	4		4	Propeller bent; took boat to station and aided owner in effecting repairs.
Do.....	Fort Point (13).....	Presidio.....	Madrono (steamer).....	411		20	Stranded; assisted in running lines to steamer which pulled vessel off.
Apr. 11.....	Mantoloking (5); Chadwick (5).....	Off station.....	Invermay (bark, British).....	1,337		25	Stranded; rigged breeches buoy for use if necessary and stood by until wrecking company floated vessel.
Apr. 12.....	Naragansett Pier (3).....	Bass Rock.....	Kit Carson (schooner).....	211	Coal.....	5	5 Stranded; total loss; crew landed without aid and were cared for at station.
Apr. 13.....	Oregon Inlet (7).....	Off station.....	Clifton (motor boat).....	28		9	Stranded; assisted vessel's crew in planting kedge anchor and working vessel into deep water.
Apr. 15.....	Muskeget (2).....	Cape Poge Beach.....	Roger Drury (schooner).....	360	Laths.....	7	Transferred crew to Acushnet and ran hawser.
Apr. 15-16.....	Acushnet.....	do.....	do.....				Aground and full of water; made unsuccessful effort to float.
Apr. 16.....	Algonquin.....	Saona Island.....	Seminole (steamer).....	2,555	General.....	66	3 Steamer ashore; total loss; transported 3 to San Juan.
Apr. 19.....	Bogue Inlet (7).....	On bar.....	Mist (motor boat).....	7		2	Piloted over bar and through difficult channel.
Apr. 21.....	Charlevoix (12).....	Round Lake.....	Beaver (steamer).....	121		6	On fire at wharf; assisted in removing freight on dock to safe place.
Apr. 23.....	Racine (12).....	Off station.....	Georgia (steamer).....	895	General.....	88	Stranded steamer; furnished soundings; floated herself.
Apr. 25.....	Golden Gate (13); Southside (13).....	Near Sloat Boulevard.....	Diana (motor boat).....	44		8	Hauled foundered motor boat up on beach and searched for bodies of drowned passengers.
Apr. 29.....	Scout.....	Puget Sound.....	Ell (steamer).....			7	1 Mate lost overboard; assisted in search for body.



AID AT FIRES ON THE WATER.

"Algonquin" extinguishing a fire on the schooner "Argo," loaded with gasoline, in the harbor of San Juan, P. R., May 1, 1915.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Apr. 28.	Golden Gate.	San Francisco.						
Do.	Point Lookout (4); Short Beach (4).	Meadow Island.	Nettie Lee (motor boat).	9		6		Seaman Behrstin rescued young woman overboard at night, strong tide, choppy sea.
Do.	Marblehead (10).	Off station.	Oliver H. Perry (steamer).	76		6		Stranded; impossible to get vessel off; aided owner in saving equipment.
Do.	Fort Point (13).	Bakers Beach.	Sinbad (lighter).	20				Stranded; assisted in running hawser for tug which pulled vessel off.
Do.	Cuttyhunk (2).	Off station.	Olga (sloop).					Went adrift; stranded and broke up; notified owners.
Apr. 30.	Sullivan Island (8).	do.	Bateau.			2	2	Stranded; filled with water; assisted in hauling to safe place at wharf.
Do.	Velasco (9).	do.	Kennebec (steamer).	1,913		26		Unable to reach main land account strong ebb tide; sheltered at station overnight.
May 1.	Algonquin.	San Juan, P. R.	Argo (schooner).	139	Sulphur.	10		Stranded; transmitted messages for master. Cargo of gasoline on fire; Algonquin put fire streams on vessel.
Do.	Muskeget (2); Barnegat (3); Forked River (5); Ladies Island (5).	Tuckernuck.	Ida May (motor boat).	5		2		Towed clear of dangerous shoal.
Do.	Barnegat Shoals.		Peter H. Crowell (steamer).	3,101	Lumber and general cargo.	31		Took soundings around stranded steamer.
May 2.	Bogue Inlet (7).	Bogue Inlet Bar.	Dorothy (motor boat).			2		Piloted motor boat out of shoal water, where she had stranded.
May 3.	Portsmouth Harbor (1).	Wood Island Bar.	Motor boat.			1		Attempted to float stranded motor boat.
May 6.	Mackinac.	St. Marys River.	W. J. Carter (steamer).	235	Lumber.	11		Picked up adrift and returned to owner.
May 7.	White River (12).	Off station.	Nipissing (motor boat).	28	Groceries, hay, and iron.	14		Ran line from tug to stranded steamer.
May 8.	Mackinac.	St. Marys River.	Fannie H. Stewart (schooner).	351	Railroad ties.	6	3	Assisted in beaching damaged motor boat and transported passengers.
Do.	Lewes (6).	McCries Shoal.	C. W. Dexter (schooner).	91				Captain and 2 men of sunken schooner cured for at station.
May 9.	Cross Island (1).	Off Cutler, Me.	Motor boat.			2	2	Assisted cutter Woodbury in destroying derelict schooner.
May 10.	Fort Lauderdale (8).	Ocean Beach.	do.			4		Made efforts to float stranded sloop, which broke up.
May 12.	Fort Point (13).	Gravelly Beach.	Helen A. (motor boat).	2		2		Launch swamped in landing on beach, hauled off, and towed to Fort Baker.
Do.	Zachs Inlet (4).	Off station.	do.			2		Repaired disabled engine of motor boat.
Do.	Point Lookout (4).		Seafarer (schooner).			3		Motor boat blowing distress signals, lost, towed to dock.
May 13.	City Point (2).	Pleasure Pier.	Motor boat.			1		Schooner pounding against deck towed to safe anchorage.
May 14.	Portsmouth Harbor (1).	Whitham Point.						Made efforts to haul stranded launch off ledge, where she later broke up.



AID AT FIRES ON THE WATER.

"Algonquin" extinguishing a fire on the schooner "Argo," loaded with gasoline, in the harbor of San Juan, P. R., May 1, 1915.



AID AT FIRES ON SHORE.

Crew from "Woodbury" extinguishing fire in woods near Portland, Me.

May 15.....	Jones Beach (4).....	Townsend Island Bar.....	do.....	1	1	Piloted boat into channel.
May 16.....	Winona.....	Mobile River.....	Lillian T. (motor boat).....	5	3	Landed passengers from broken down launch. Boat capsized, occupants landed by another boat, taken to station, and given dry clothing and food. Made search for boat, but unsuccessfully.
Do.....	Point Allerton (2).....	Pemberton.....	Sailboat.....	3		Assisted in beaching disabled motor boat and cared for crew.
Do.....	Pecks Beach (5).....	Off station.....	Motor boat.....	4	4	Overhauled disabled engine of motor boat.
Do.....	San Luis (9).....	Off Bay Shore.....	Bessy (motor boat).....	4		Recovered boat which had gone through river chute. Man on board had jumped to abutment.
Do.....	Louisville (10).....	Above falls.....	Motor boat.....	1		Assisted in righting capsized schooner.
May 19.....	Onondaga.....	Hampton, Va.....	John B. Manning (schooner).....	3		Motor boat disabled, towed to wharf.
Do.....	Fort Point (13).....	Off exposition grounds.....	Motor boat.....	5		Assisted in running lines to float stranded schooner.
Do.....	Pentwater (12).....	Off station.....	Adriatic (schooner).....	37		Steamer lost propeller in canal. Located same and marked with buoy.
May 22.....	Sturgeon Bay Canal (12).....	do.....	Ann Arbor No. 5 (steamer).....	4		Transported master of distressed schooner to shore to confer with owners.
Do.....	Assateague Beach (6).....	do.....	Millie Frank (schooner).....	2		Beached and drifting to sea. Towed to bay.
May 23.....	Fort Point (13).....	Off Presidio.....	Dream (sloop).....	4		Towed disabled motor boat from one dock to another.
Do.....	Erie (10).....	North pier.....	KIKI (motor boat).....	3		Beached; towed to Black Point Cove.
May 25.....	Fort Point (13).....	Mill Rock.....	E. & H. (sloop).....	3		Stranded and swamped; towed to Sausalito and secured.
Do.....	do.....	Point Diablo.....	Kid (motor boat).....	3		Secured pile driver from breaking adrift in gale. Crew taken off by lighthouse tender.
May 27.....	Sullivan's Island (8).....	Commings Point Shoals.....	Pile driver.....	6		Assisted in extinguishing forest fire which threatened the town of Falmouth, Me.
May 28.....	Woodbury.....	Falmouth, Me.....	do.....	2		Beached sloop set off shore; towed to harbor entrance.
May 29.....	Unalga.....	Bering Sea.....	Sloop.....	1		Transferred owner of broken-down launch to place where he could get new engine parts.
May 30.....	Biscayne Bay (8).....	Off station.....	Agnes I (motor boat).....	2	5	Attempted to recover body of drowned man by grappling.
Do.....	Galveston (9).....	do.....	Rowboat.....	2		Towed capsized boat to station, bailed out, and turned over to owner.
Do.....	Manistee (12).....	do.....	do.....	2	1	Assisted in resuscitating man rescued from water.
May 31.....	Ashtabula (10).....	do.....	do.....			Assisted in extinguishing forest fire near South Portland and preventing its spread to houses.
June 1.....	Woodbury.....	South Portland, Me.....	do.....	1		Disabled motor boat towed short distance, until in running order.
Do.....	Stralsmouth (2).....	Off station.....	Motor boat.....	9		Wind-bound schooner towed from Dutch Harbor to safe offing in Bering Sea.
June 2.....	Unalga.....	Unalaska.....	Lizzie Vance (schooner).....	8		Scow leaking at dock; helped pump out.
Do.....	South Haven (12).....	Midway ferry dock.....	Ferry scow.....			Disabled motor boat towed to Pensacola for repairs.
June 3.....	Penrose.....	Pensacola Bay.....	Rose (motor boat).....			

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
June 4.	McCulloch.	Sausalito.	Adventures (motor boat).	76		5		Assisted to put out fire on board gasoline schooner and towed a yacht out of danger.
Do.	Wash Woods (7).	Off station.	Edna B. (motor boat).			3		Buried body of drowned man washed ashore.
June 6.	Manatee (12).	do.	Power canoe.			3		Fish net in propeller, assisted in clearing same.
Do.	Old Chicago (12).	do.	Motor boat.			3		Capsized; 1 swam ashore, 2 drowned, 1 body recovered.
June 8.	Fourth Cliff (2).	In Pass.	Lady of the Lake (motor boat).	1	Fish.	2		Motor boat with engine trouble; towed in.
Do.	Sabine Pass (9).	do.	Motor boat.			3		Disabled; towed to station.
Do.	Saluria (9).	Off station.	Ray (motor boat).	2½		1		Engine disabled; towed in.
June 9.	MacKinnac.	Little Rapids Cut.	Motor boat.			6		Aground on rocks; floated and towed clear.
Do.	Miami.	Halifax Harbor.	Nun buoy.			1		Halifax channel buoy picked up at sea and taken to Halifax.
Do.	Erie (10).	Erie Bay.	Skiff.		Fish nets.			Being towed and capsized; assisted in recovery of fish and nets.
Do.	Plum Island (12).	Sister Bay Bluff.	Belle W. Culbert (motor boat).	31	Hay.	3		Engine disabled; assisted alongside dock.
June 10.	Mantoloking (5).	Sand bar.	Vim (motor catboat).	10				Floated stranded motor catboat.
Do.	Racine (12).	Off station.	Jeanette N. (motor boat).	6		1		In danger of being crushed by steamer; moved to safety.
June 11.	Duluth (11).	Near Oatka.	Motor boat.			2		Towed in disabled motor boat.
June 12.	Pont Woods (4).	Off station.	W'e Too (motor boat).	3		2		Towed disabled motor boat to dock.
Do.	South Chicago (12).	Calumet Harbor.	Canoe.			2		Capsized; occupants rescued by passing boat; righted and towed in.
June 13.	City Point (2).	Pleasure Pier.	Motor boat.			14		Towed in disabled motor boat.
Do.	Cleveland (46).	Near steel crib in lake.	do.	15		9		Piled to anchorage during storm.
Do.	Dahogo (10).	Off station.	Ilene (motor boat).			3		Disabled and anchored; towed in.
Do.	Duluth (11).	do.	Motor boat.			4		Towed in disabled motor boat.
Do.	Laussan Park (43).	do.	Areo III (motor boat).			3		Disabled off station; towed in.
Do.	Milwaukee (12).	Milwaukee Bay.	Imp (sloop).			3		Went to assistance of capsized sloop; assistance not necessary.
June 14.	Block Island (3).	Kent Swamp Point.	Anona (sloop).	10	Fish.	3		Fishing sloop ashore; ran lines to steamer, which towed her off.
Do.	Wallops Beach (6).	Off station.	Motor boat.		do.	6		Disabled; towed in.
Do.	Nagara (10).	do.	do.		Fish nets.	1		Disabled motor boat towed to dock.
Do.	Duluth (11).	Near Tyke.	Coralls (motor boat).			2		Do.
Do.	Beaver Island (12).	Off station.	Edna May (motor boat).		Fish nets.	2		Motor fishboat, engine disabled; towed to dock.
Do.	Michigan City (12).	do.	Col. Goethals (motor boat).			2		Disabled motor boat towed to station.

Do.	Port Point (13).	Bakers Beach.	Motor boat.	3	1	Disabled motor boat towed to safety.
June 15.	Huntwells Beach (1).	Sugar Loaf.	do.		1	Disabled motor boat towed across river.
Do.	Walls Sands (1); Portsmouth Harbor (1).	Concord Point.	do.		2	Two men landed from disabled motor boat.
Do.	White Head (1).	Matinic Island.	Lotus (schooner Canadian).	98	5	Sheltered crew of 5 from wrecked schooner and transported them to Rockland, Me.
Do.	Old Chicago (12).	Chicago River.	Minch (motor boat).		2	Towed in disabled launch.
Do.	Fium Island (12).	Off station.	E. A. Clayton (motor boat).	9	2	Picked up drifting motor boat and towed until got into operation.
June 16.	Guard.	Flat Top Island.			6	Six boys marooned on island without food or water; taken off and landed at Friday Harbor.
Do.	Harbor Beach (11).	Off station.	Motor boat.		3	Motor fishboat, disabled and in tow of steamer, taken over and towed to dock.
Do.	Sleeping Bear Point (12).	do.	Beatrice (motor boat).	6	8	Assisted in making repairs to motor of disabled boat.
June 17.	City Point (2).	do.	Marion S. (motor boat).		11	Towed disabled motor boat to destination.
June 18.	Guthrie.	Wagners Point.	Rosie (motor boat).		6	Out of fuel, drifting in lower harbor, towed to Baltimore.
June 19.	Fourth Cliff (2).	North River.	Hercules (steamer).	233	8	Ran keel anchor for stranded steam lighter. Searched for and located motor boat blown adrift from mooring by gale, towed to South Manitou and moored.
Do.	So. Manitou Island (12).	Off station.	Jessie (motor boat).			Ran lines and assisted stranded steamer in floating.
Do.	Coquille River (13).	do.	Speedwell (steamer).	914	43	Do.
Do.	do.	do.	Brooklyn (steamer).	333	23	Anchored in steamer track in fog; towed in and turned over to owner.
June 20.	Huntwells Beach (1).	Pond Island Bar.	Macushla (motor boat).			Towed disabled motor boat to destination.
Do.	Bois Blanc (11).	Off station.	Effie (motor boat).	19	4	Adrift with 2 boys; towed to safety.
Do.	Duluth (11).	In basin.	Skiff.		2	Motor boat out of fuel; towed into harbor.
Do.	Lacine (12).	Off station.	Motor boat.	1	2	Machinery disabled; stood by while boat was safely landed.
June 21.	Marblehead (10).	do.	Wareep (motor boat).	24	4	Hauled off beach; no danger.
Do.	Vermilion (11).	do.	Naomi Kong (motor boat).	4	2	Assisted in fighting fire in Mobile.
June 22.	Winona.	Mobile Ala.				Assisted in extinguishing fire in South Portland.
Do.	Woodbury.	South Portland, Me.				Broke down off station; signalled for help; towed to yacht club.
Do.	City Point (2).	Off station.	Motor boat.		2	Ashore on ledge; ran lines for tug.
Do.	White Head (1).	Garden Island Ledge.	Eileen (motor boat).	31	2	Drifting in harbor with engine disabled; towed to boat club.
June 24.	Duluth (11).	Off station.	Motor boat.		1	Broke down on bar; stood by while another launch towed her to port.
June 25.	Point Bonita (13).	San Francisco Bar entrance.	do.	2		Assisted in making repairs to damaged motor boat.
Do.	Marquette (11).	Off station.	Florence (motor boat).	8		Adrift in St. Marys River; towed to wharf and turned over to owner.
June 19-26.	MacInnac.	St. Marys River.	2 rowboats.			

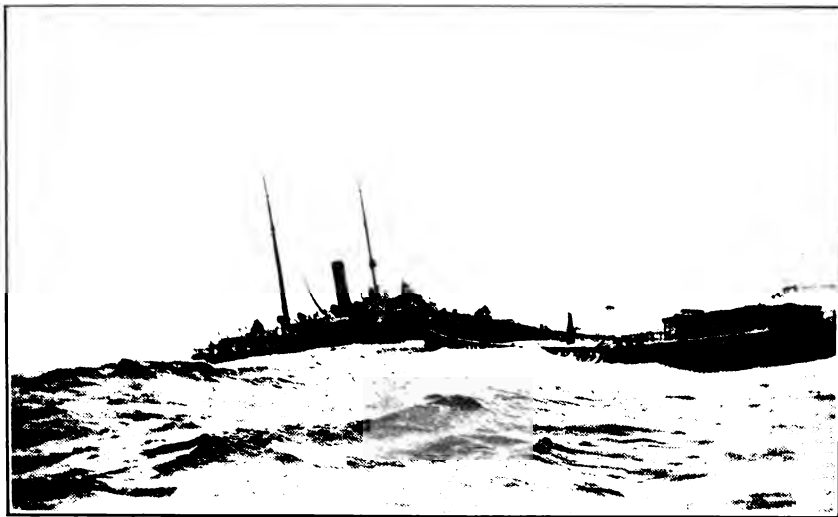
Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
June 26.	Manhattan.	Hudson River, Pough-keepsie.	Helen (sloop).	6				Dragging up Hudson River; towed to safe anchorage.
Do.	Duluth (11).	In basin.	Motor boat.			1		Broke down in harbor; towed ashore.
June 27.	City Point (2).	Off station.	Madeline (motor boat).			3		Broke down in harbor; towed to Dorchester.
Do.	do.	do.	Calumet (sloop).			9		Ashore near station; took passengers ashore and floated boat.
Do.	do.	do.	Alhambra (motor boat).			2		Broke down near station; towed to landing.
June 28.	Mackinac.	St. Marys River.	Junista (motor boat).					Broke down motor boat; to wed to wharf.
June 29.	Woodbury.	Portland, Me.	Sadita (barge).	300	Lumber.	3		Adrift in channel; towed to wharf.
June 30.	Sandy Hook (3).	Sandy Hook.	Athene (motor boat).	25		17		On beach; pulled off by fish steamer and sank while towing. Coast Guard took off crew and put on another boat.
Grand total.						3,201	141	

DERELICT OPERATIONS: 1915

Summary of derelict operations fiscal year 1914.

Date.	Name of cutter.	Name of derelict.	Description of derelict or obstruction.	Location where found.	Duration of operation.		Disposition of derelict or obstruction.	Value if recovered.	Remarks.
					Days under way.	Miles cruised.			
1914. July 19.....	Mohawk.....	.....	Bottom of scow.....	Off Lone Hill, L. I.....	15	.....	Blown up.....	.....	Bottom of scow, adrift in path of shipping, destroyed by mines, removing derelict as menace to navigation. (Sunk in track of shipping, menace to navigation; spars and upper work removed with mines to depth of 41 fathoms. Oct. 5 wreckage which appeared after previous operations destroyed by mines. Nov. 2 further operations increased draft over wreck to 54 fathoms; removed all projecting timbers. Mines gave 32 feet m. l. w. over wreck. Mar. 26, 1915.
Sept. 17-22, Oct. 5-8, Nov. 2-4, 1915. Mar. 28-29.....	Yamacraw..... Seminole.....	Frederick W. Day.....	Schooner.....	{Off Charlotte Light Vessel, South Caro- lina coast.}	6 3	.....	do.....	.....
1914. Nov. 22-24.....	Miami.....	.....	Portion of vessel.....	Off Charlotte Harbor, Fla.	2	.....	do.....	.....	Wreckage adrift in track of coasting vessels removed by mines.
Nov. 22-25, 29.	Acushnet.....	.....	Sunken barge.....	Off Point Judith, R. I.	2	.....	Mast removed.....	.....	Sunk in track of shipping; all portions removed to depth of 7 fathoms.
Dec. 13.....	Gresham.....	.....	Mast.....	Off Cape Cod, Mass.....	.....	.....	Wreck removed.....	.....	Floating in track of small craft; towed ashore.
Dec. 28-30.....	do.....	Dorothy Palmer.....	Probably part of schooner.....	do.....	.....	.....	Wreckage destroyed.....	.....	Part of bowsprit and jibboom adrift in track of shipping; destroyed by mines.
Dec. 29-30.....	Itasca.....	Warren Adams.....	Schooner.....	Gulf stream.....	150	.....	Saved.....	\$19,000.00	Lumber laden and waterlogged derelict searched for and found; towed 130 miles to Newport News, and turned over to owner.



RECOVERY OF DERELICTS.

"Seneca" preparing to take in tow the derelict American schooner "William Thomas Moore." This derelict was found in latitude $40^{\circ}43'$ north, longitude $50^{\circ}27'$ west, on May 15, 1915, having drifted 1,500 miles.



TYPICAL SURFBOAT.

Crew of the Yaquina Bay Coast Guard Station crossing the breakers.

1915. Jan. 15-16.....	do.....	John W. Dana.....	do.....	Lat. 38° 12' N., long. 74° 54' W., off North Carolina.	2	105	do.....	20,000.00	Abandoned; searched for, found, and towed 106 miles to Hampton Roads and turned over to agents. Seminole searched for and found; attempt to tow in failed on account anchor; could not part anchor chain and attempt abandoned heavy weather. Itasca parted anchor chain with mines and towed 110 miles and delivered to owners. Partially destroyed by mines; out of path of navigation. Operations suspended to ob- tain more mines. 2 spars floating over wreck held by rigging, giving 10 fathoms. Mast, evidently belonging to schooner Elizabeth Palmer, adrift, towed to beach.
Jan. 29-Feb. 1. Feb. 9-16.....	Seminole. Itasca.....	Frank E. Swain.....	do.....	{ Off North Carolina coast.	4 8	110	{ Vessel and cargo saved.	20,000.00	
Feb. 22-23 Mar. 18-19.....	Mohawk..... Onondaga.....	Elizabeth Palmer.....	do.....	{ Off entrance to Dela- ware Bay.	2 2		{ Removed 2 spars by mines.		
Mar. 19.....	do.....	Elizabeth Palmer mast.	Lower mast 100 feet long.	Near Isle of Wight Shoal.	1		Towed to beach and turned over to Coast Guard station.		
Mar. 31.....	do.....	do.....	Heavy timbers and deck plank- ing of wooden vessel.	Lat. 36° 53' 30" N., long. 74° 56' 30" W.	3	300	Destroyed by mine		Steamers reported wreckage off shore, serious menace to navigation; found and de- stroyed by Onondaga. Wreckage found while search- ing for lost barge; serious menace to navigation.
Apr. 1-2.....	Seminole.....	do.....	Mast, sail, and quarter of ves- sel held togeth- er by wire rig- ging.	Lat. 33° 33' N., long. 78° 15' W.			Pulled apart and beached.		
Apr. 5-7.....	Onondaga.....	Rob Roy.....	Schooner.....	Lat. 36° 12' N., long. 75° 15' W.			Towed into New- port News.	52,000.00	Water-logged, lumber-laden schooner, all sails gone, an- chors down, towed with great difficulty into Newport News.
Apr. 6-11.....	Seminole.....	do.....	Vess., bottom up.	Lat. 35° 20' N., long. 75° 06' W.	5	220	Towed inside Chesapeake capes.	25,000.00	Lumber-laden capsized schooner searched for and found, experienced great difficulty in making line fast and towing to port. Exploded mine, entirely re- moving obstruction. Forecastle deck of schooner, serious menace to naviga- tion, destroyed by mine.
Apr. 9.....	Onondaga.....	do.....	Projecting spar.....	Lat. 35° 19' N., long. 75° 16' W.			Blown up.....		
Do.....	Yamacraw.....	do.....	Portion of schooner	Lat. 34° 45' N., long. 75° 39' W.			do.....		

1 Hours.

Summary of derelict operations fiscal year 1914—Continued.

Date.	Name of cutter.	Name of derelict.	Description of derelict or obstruction.	Location where found.	Duration of operation.		Disposition of derelict or obstruction.	Value recovered.	Remarks.
					Days under way.	Miles cruised.			
1915 Apr. 10-11.....	Yamacraw.....	Lizzie B. Willey ..	Schooner.....	Lat. 33° 54' N., long. 76° 01' W.	2	100	Blown up.....	.....	Abandoned, water - logged lumber-laden schooner on fire. Attempted subduing flames without result. Finally sank, one mast protruding. Mine exploded shattering mast and giving 35 fathoms over wreck.
Apr. 11.....	Mohawk.....		2 upright spars.....	Lat. 35° 50' N., long. 74° 45' W.	.....	.....	do.....	.....	Held down by rigging. Exploded 3 mines, completely removing same.
Apr. 19-20.....	Yamacraw.....		Sunken schooner.....	Lat. 30° 17' N., long. 80° 30' W.	2	200	do.....	.....	Sunken schooner, 3 masts protruding, destroyed by 11 mines.
Apr. 29.....	Guard.....		Heavy logs.....	Puget Sound.....	.....	.....	Beached.....	.....	4 heavy logs bolted together, serious menace to small craft, taken in tow and beached.
May 11-12.....	Mohawk.....	Fannie H. Stewart	Capsized schooner.....	Near McCrie Shoal, New Jersey.	2	200	Blown up.....	.....	In track of shipping, destroyed by mines.
May 13.....	Onondaga.....		Projecting mast and gaff.....	Lat. 35° 12' N., long. 75° 10' W.	1	190	do.....	.....	Anchored wreckage broken up and cleared away with mines.
May 11-14.....	Woodbury.....	C. W. Dexter.....	Schooner.....	Libby Island Light-house, ESE $\frac{1}{2}$ E 5 miles.	3	100	do.....	.....	Menace; removed and destroyed by mines.
May 12-21.....	Seneca.....	William Thomas Moore.....	do.....	Lat. 40° 43' N., long. 50° 27' W.	8	900	Towed into Halifax, Nova Scotia.	25,000.00	Derelict in trans-Atlantic lane, towed 645 miles to Halifax.
June 14-17.....	Miami.....		Wooden vessel, 150 feet long, bottom up.	Lat. 42° 42' N., long. 64° 59' W.	3	9	Turned over to Canadian steamship Aberdeen.	.....	Derelict schooner in trans-Atlantic lane broken up with mines; part sunk, part turned over to Canadian Government.

REMOVAL AND DESTRUCTION OF DERELICTS, WRECKS, AND OTHER
OBSTRUCTIONS TO NAVIGATION.

GENERAL ORDER }
No. 24. }

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, April 2, 1913.

To the Commanding Officers of Vessels of the United States Revenue-Cutter Service:

* * * * *

4. The following instructions will be observed by the commanding officers of all revenue cutters in the matter of derelicts, wrecks, etc.:

FLOATING DANGERS.

5. (a) Derelicts and other floating dangers to navigation wherever found will be taken to the most convenient port, whenever it is practicable to do so.

(b) Whenever it is not practicable to take a derelict or other floating danger into port, it should be destroyed or beached, extreme care being exercised in each case that such destruction does not leave sunken or floating wreckage of such size or character as to constitute a menace to passing ships. If the derelict or other floating danger is to be destroyed within the navigable waters of the United States and the emergencies of the case will permit, the engineer officer in charge of the district should be communicated with by telegraph or otherwise consulted before final action is taken.

(c) Whenever circumstances make it necessary for a revenue cutter to destroy a derelict, or other floating danger to navigation, within the navigable waters of the United States, the commanding officer will at once notify the United States engineer officer of that district.

SUNKEN OBSTRUCTIONS.

6. Whenever the commanding officer of a revenue cutter has knowledge of any obstruction to navigation of the character described in sections 19 and 20 of the act of March 3, 1899, in any river, lake, harbor, or canal, or inside a line connecting the headlands of any sound or bay, he will at once notify the district engineer officer and take no further action except on request of that officer.

7. When the commanding officer of a revenue cutter has knowledge of any obstruction to navigation of the character described in sections 19 and 20 of the act of March 3, 1899, within the navigable waters of the United States (not being in any river, lake, harbor, or canal, or not inside a line connecting the headlands of any sound or bay) he should proceed as follows:

(a) If the obstruction does not stop, seriously interfere with, or specially endanger navigation, and immediate removal is not necessary, the commanding officer will notify the district engineer officer and take no further action except upon the request of that officer.

(b) If the obstruction does stop, seriously interfere with, or specially endanger navigation, and there is not time to communicate with the district engineer officer, the commanding officer is authorized to remove or destroy such obstruction so far as to clear the channel, using his best judgment to prevent any unnecessary injury in the premises. He will notify the district engineer officer of his action as soon as practicable.

(c) In either of the two above cases the commanding officer will see that the wreck is properly buoyed or lighted before he leaves it, the details and cost of the same to be reported to the district engineer officer.

8. Sunken obstructions outside the navigable waters of the United States will be removed or destroyed by the Revenue-Cutter Service.

ASSISTANCE TO DISTRICT ENGINEER OFFICERS.

9. (a) A division commander is authorized, upon request from a district engineer officer, to direct any vessel of his division to give the latter officer such assistance in the removal of wrecks as may be practicable and mutually agreed upon.

(b) Commanding officers of revenue cutters, not attached to a division, are authorized, upon request from a district engineer officer, to give the latter such assistance in the removal of wrecks as may be practicable and mutually agreed upon.

(c) Division commanders and commanding officers are authorized to correspond directly with the district engineer officers on matters concerning the removal of wrecks.

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12. Nothing in this order is to be construed as affecting or changing in any way whatever the duties and responsibilities resting upon the commanding officers of all revenue cutters to give assistance to vessels in distress. Whenever a stranded vessel is floated by a revenue cutter such assistance does not fall within the class of operations comprehended by this order.

W. G. McADOO, *Secretary.*

REGATTAS AND MARINE PARADES
PATROLLED: 1915



Regattas and marine parades patrolled by the Coast Guard.

Event.	Date.	Place.	Cutter employed.
1914.			
Astoria Motor Boat Club...	July 2-4.....	Astoria, Oreg.....	Snohomish.
Mississippi Valley P. B. Association.	.....do.....	Peoria, Ill.....	Patrol.
Million Dollar Harbor Club.	July 3-4.....	Ludington, Mich.....	Tuscarora.
Marine parade and regatta..	July 4.....	Sault Ste. Marie, Mich..	Mackinac.
Rosedale Boat Club.....	.....do.....	Hackensack River, N. J..	Officer.
Pensacola Yacht Club.....	.....do.....	Pensacola, Fla.....	Penrose.
Portland Power Boat Association.	July 8-12.....	Portland to Boston.....	Woodbury.
Pass Christian Yacht Club..	July 11-12....	Pass Christian, Miss.....	Winona.
Inter Lake Yachting Association.	July 12-17....	Put-In-Bay, Ohio.....	Morrill.
Biloxi Yacht Club.....	July 15-16....	Biloxi, Miss.....	Winona.
International yacht races....	July 16-18....	Seattle, Wash.....	Arcata, Scout-Guard.
Hudson River Rowing Association.	July 18.....	New York, N. Y.....	Guide.
Regatta.....	.....do.....	Waveland, Miss.....	Winona.
Motor boat races.....	July 25.....	Isle of Hope, Ga.....	Yamacraw.
Opening Cape Cod Canal...	July 29.....	Buzzards Bay.....	Acushnet.
Varuna Boat Club.....	Aug. 15.....	Wings Neck.....	Gresham.
Chesapeake Canoe Association.	Aug. 22.....	Sheepshead Bay, N. Y...	Manhattan.
National Motor Boat Carnival.	Aug. 26-29....	Baltimore, Md.....	Guthrie.
Cambridge Yacht Club.....	Aug. 28.....	Port Washington, N. Y....	Manhattan.
Motor Boat Club of Buffalo.	Aug. 28.....	Cambridge, Md.....	Officer.
Old Club regatta.....	Sept. 3-5.....	Buffalo, N. Y.....	Morrill.
Southern Yacht Clubs regatta.	Sept. 5.....	St. Claire Flats, Mich....	Officer.
Middle States regatta.....	.....do.....	Atlantic City, N. J.....	Do.
Star-Spangled Banner celebration.	Sept. 7.....	Baltimore, Md.....	Guthrie.
Fireworks celebration.....	Sept. 11.....	.....do.....	Apache.
Hydroplane races.....	Sept. 12.....	.....do.....	Guthrie.
No Tsu Oh Jubilee.....	Oct. 20-27....	Chicago, Ill.....	Tuscarora.
	Nov. 9-14....	Houston, Tex.....	Windom.
1915.			
Intercollegiate regatta.....	Apr. 10.....	Oakland, Cal.....	Golden Gate.
Southern Yacht Club.....	May 1-8.....	New Orleans, La.....	Winona.
Fleet review fireworks.....	May 15.....	New York City.....	Mohawk, Guide.
Marine pageant.....	May 19.....	Savannah, Ga.....	Yamacraw, Tybee.
Harlem River Rowing Association.	May 31.....	New York City.....	Manhattan, Guide.
Launching of the Arizona...	June 19.....	.....do.....	Manhattan, Guide, Calumet.
Twenty-sixth Annual Chicago-Michigan City race.	.....do.....	Chicago-Michigan City...	Tuscarora.
Yale-Harvard regatta.....	June 25.....	New London, Conn.....	Mohawk, Gresham, Acushnet.
Marine parade.....	.....do.....	Atlantic City, N. J.....	Officer.
Intercollegiate regatta.....	June 28.....	Poughkeepsie, N. Y.....	Mohawk.

CHARACTERISTIC LETTERS RECEIVED
ACKNOWLEDGING THE SERVICES
OF THE COAST GUARD: 1915



CHARACTERISTIC LETTERS RECEIVED ACKNOWLEDGING THE SERVICES OF THE COAST GUARD, 1915.

LORAIN, OHIO, *July 13, 1914.*

DEAR SIR: We wish to thank the crew and all the parties participating in our rescue of July 12, 1914. The boat we were in was capsized about 2½ miles off Dover Bay by a sudden squall, about 3.30 p. m. The Lorain station received a call from a party who saw us before the squall and our situation after the rain. They immediately set out in a sea that was almost always washing over us and made a remarkable record of running for us.

When they reached us we were on the verge of leaving the boat, which had turned on its side, and striking for shore.

This about concludes our story, except that we wish to thank Uncle Sam for the efficient Life Saving Service that he has and also the brave and extraordinary big-hearted men employed in his service. We also wish to thank the captain's wife and crew for the kindness and hospitality shown to us, which we appreciated beyond words to explain.

Hoping that we can in some way in the future repay our enormous debt,
I remain, yours, respectfully,

GEO. F. SCHIMING.

SEATTLE, WASH., *July 31, 1914.*

Capt. H. G. HAMLET,
U. S. Revenue Cutter "Unalga," Seattle, Wash.

DEAR SIR: In the name of the Chamber of Commerce and speaking generally for the business interests of Seattle, I desire to convey to you and the officers and men under you on the United States revenue cutter *Unalga* an expression of appreciation for the fearless and valuable assistance given in preventing spread of the fire which yesterday afternoon destroyed the Grand Trunk Pacific Dock.

The quickness with which your vessel was brought into activity and the excellent judgment shown in placing it at the end of the Colman Dock stand as striking examples of the efficiency of the Revenue Cutter Service and of the bravery of the men of your vessel.

The city was fortunate in having the *Unalga* in the harbor at the time this fire broke, and the business community is grateful for the important part played by you in protecting the Colman Dock and in thus preventing a general water-front conflagration.

Yours, respectfully,

J. E. CHILBERG, *President.*

NEWPORT NEWS, VA., *August 1, 1914.*

Capt. CHISWELL,
Commanding U. S. Revenue Cutter "Onondago."

DEAR SIR: Referring to the assistance you rendered my vessel while disabled through loss of rudder on Sunday, July 19, I desire to express my sincere appreciation of your prompt and able service.

Our repairs are now about completed, and we expect to be on the run again in a few days.

Hoping to have the pleasure of meeting you again under less trying circumstances, I remain,

Gratefully, yours,

J. F. BLOCK,
Master S. S. "Ravenscraig."

HALIFAX, NOVA SCOTIA, *August 1, 1914.*

SECRETARY OF THE TREASURY,
Washington, United States of America.

DEAR SIR: I have very much pleasure in writing you and to inform your good office of the kind and very valuable service just performed by your good ship *Seneca*, Capt. Johnston, in towing my ship *Sable* from a point near Cape Race, Newfoundland, to this port.

What I wish to point out is the very prompt and seamanlike management from start to finish. The *Sable* was on a passage from the Clyde, Scotland, to this port, and when a few miles west of Cape Race, Newfoundland, a crank pin bearing bolt of the high-pressure cylinder broke and the piston came smashing through the cylinder cover, and doing other damage so that the ship was unable to proceed. A wireless call was sent out, and it was not more than five minutes when the *Seneca* was coming to our assistance, and from the time she reached the *Sable* it was not more than 50 minutes when the 10-inch hawser was on board the *Sable* and all ready to go ahead. During my 52 years of sea experiences I have done considerable salvage work, and I know what work of this kind means. I am sure you have in Capt. Johnston a gentleman of most excellent judgment, and I take this opportunity not only of congratulating you, but to thank you most kindly for the valuable services rendered.

With very best wishes, believe me, dear sir, yours, faithfully,

J. V. FARQUHAR,
Master Steamship "Sable."

CITY OF PORT ANGELES, *August 3, 1914.*

Lieut. L. C. COVELL,
Commanding U. S. S. "Snohomish," City.

DEAR SIR: At the beginning of the brush and timber fires that broke out all around the city of Port Angeles some 10 days ago you sent a detail to call upon the mayor announcing your willingness and pleasure to assist the city by every means at your disposal in cases of fire.

On behalf of the citizens of Port Angeles I desire to thank you most heartily for your consideration.

I also wish to seize this opportunity to acknowledge the gallant services rendered by your officers and crew during the past week. We needed them sorely, and they responded with enthusiasm and fought the fire like demons.

Yours, truly,

HORACE WHITE, *Mayor.*

SEATTLE, WASH., *August 4, 1914.*

HON. WILLIAM G. MCADOO,
Secretary of the Treasury, Washington, D. C.

DEAR SIR: I desire to compliment the Revenue-Cutter Service on the splendid work done by Capt. H. G. Hamlet and the other officers and crew of the *Unalga* during the fire which destroyed the Grand Trunk Dock and damaged Colman Dock, this city, on July 30. It was largely due to the *Unalga's* efforts that the Colman Dock was saved. You should be quite proud of the way the *Unalga* was handled, as she, with the assistance of the steamers *Bellingham*, *Rosalie*, and *Puget* and the Seattle fire department, came in to Colman Dock, which was on fire in 40 or 50 places, and succeeded in putting the fire out.

The *Unalga's* small boats patrolled the water front to pick up the people who had to jump from the Grand Trunk Dock to save themselves and did not leave the scene until every precaution had been taken to locate any people who might be alive in the water or dead bodies.

I am writing you in this as my company lands its steamers at Colman Dock, and it would have been a very serious inconvenience for us, as well as the traveling public, had the dock not been saved.

Yours truly,

JOSHUA GREEN,
President.

NEW YORK, August 10, 1914.

HON. HENRY S. BRECKINRIDGE,
Assistant Secretary of War, U. S. S. Tennessee,
Care Postmaster, New York.

DEAR SIR: I desire to take this opportunity of expressing to you our appreciation for the particularly efficient service rendered by the captain and crew of the United States revenue cutter *Androscoggin* in removing \$5,000,000 of our gold from the S. S. *Kronprinzessin Cecile* to Mount Desert Ferry, Maine. The transfer was handled very promptly.

Again thanking you for this very valuable assistance, ours very truly,
 CHARLES D. SABINE,
Vice President.

PHILADELPHIA, PA., U. S. A., August 11, 1914.

GENERAL SUPERINTENDENT, LIFE-SAVING DEPARTMENT,
Treasury Department, Washington, D. C.

DEAR SIR: I was on a cruise with my boat *Hedwig* last week and at Barnegat Light, N. J., we ran aground in a very dangerous place. I thought the boat would surely be lost and our lives endangered, but before we had time to fully realize our perilous condition, the life-saving crew, headed by Capt. Thompson, came to our assistance.

There were four of us aboard, and words can not express our gratitude and praise for their bravery and the encouragement they gave us. Capt. Thompson and McCarthy watched our boat for over 24 hours, a day and a night, and it was through their efforts alone that we were saved. The location is very dangerous; no wonder it is called the "Graveyard of Atlantic."

I offered the men a reward, which was flatly refused, and we were also unable to obtain information as to whom we could get permission from to do something for them. They are the finest lot of men I ever came across; every member of the crew is a perfect gentleman, brave, courageous, tender-hearted, and polite. Can I not send something to them?

Trusting to hear from you, I am, very truly yours,

A. C. BREDO..

NOME, ALASKA, August 12, 1914.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C.

DEAR SIR: I want to take this means of expressing to you my appreciation of the United States Life-Saving Service, and more particularly that station of your service located in Nome, Alaska.

I can not too strongly praise and commend the vigilance of the keeper and crew of the Nome Station, for I undoubtedly owe my life to their vigilance and prompt action.

I was coming ashore from the gasoline schooner *El Sueno*, which was anchored about 1½ miles offshore in the Nome roadstead and heading directly for the station of the Life-Saving Service when I lost an oar upon getting into the first breakers about 300 yards offshore. In trying to recover the oar I was thrown from the dory into the surf, and was rescued from the water by your crew at this station.

I am a strong swimmer, having served in the United States Navy, but the excessive cold of the waters of this vicinity makes it a difficult task to swim the shortest distance, and I know that were it not for the prompt action of the life-saving crew I could not have gained the shore, especially as the dory was rapidly carried away from me by the wind and tide. Upon being taken ashore I was taken by the keeper to the station, where dry clothing was furnished me, and I received the best of attention by way of food and stimulants while confined to the station.

In closing, I desire to congratulate you and the service in having such an efficient keeper and crew as the members of the Nome Station have proved themselves to be.

Very truly, yours,

P. FARRIDON.

LUDINGTON, September 1, 1914.

Capt. E. E. PUGH,
Keeper Life-Saving Station, Ludington, Mich.

SIR: Wish to thank you for the assistance rendered us August 30 while in a helpless condition off Hamlin beach, for had it not been for your promptness we would have lost our launch.

Again thanking you, I remain, respectfully, yours,

THEO. PETERS.

BENTON HARBOR, MICH., *September 5, 1914.*

Capt. CHAS. CARLAND,
United States Life-Saving Station, Chicago, Ill.

MY DEAR SIR: I want to express the gratitude of this company to yourself and crew for the very efficient manner you handled everything pertaining to the wreck of our steamer *City of Chicago*, caused from a fire. It affords us very great satisfaction not to have to report the loss of a life, or the serious hurting of a passenger or crew, which is due not alone to our crew, but to the very valuable assistance rendered by all concerned at the time of the accident, your crew cutting a very important part in the service.

Again thanking you, I remain, yours, very truly,

J. S. MORTON, *President.*

BALTIMORE, MD., *September 9, 1914.*

Lieut. BLAKE,
*Commanding Officer, U. S. Revenue Cutter "Guthrie,"
Custom House, City.*

DEAR SIR: I wish to extend to you the thanks of the Middle States Regatta Association and the Patapsco Navy for the efficient manner in which the course was kept clear for the contestants during the regatta held in this city September 7. Notwithstanding the heavy northwest wind, which made it difficult for canoes and boats to retain their places, the management of your end of the regatta was all that could be desired. We have heard nothing but commendation from the out-of-town oarsmen, who were favorably impressed with the manner in which the patrolling of the course was carried out.

I wish to also extend to you my personal thanks for the courtesies extended by you and your crew to my friends on that occasion.

With best wishes, I am, yours respectfully,

FRANK DRISCOLL.

DEPARTMENT OF COMMERCE, *Washington, September 18, 1914.*

SIR: This department desires to express its thanks and appreciation for the assistance rendered the officers and crew of the tender *Maple* of the Lighthouse Service of this department by the keeper and crew of Metomkin Inlet Life-Saving Station, off the coast of Virginia, which on September 4, 1914, resulted in the recovery of Black Fish Bank Gas and Whistling Buoy 4, which had broken adrift and become partially imbedded in the sand on the beach near the life-saving station, in a position making it difficult of recovery.

Respectfully,

WILLIAM C. REDFIELD,
Secretary.

The SECRETARY OF THE TREASURY, *Washington, D. C.*

CHICAGO, ILL., *September 22, 1914.*

Mr. S. I. KIMBALL,
*Superintendent of Life-Saving Service,
United States Government, Washington, D. C.*

MY DEAR SIR: The steamer *George F. Baker*, owned by this company, stranded 12.10 p. m., Friday, September 18, about 4 miles north of Gross Point Light on the west shore of Lake Michigan and in two hours' time the Evanston life-saving crew went alongside the *Baker* and stood by rendering what assistance they could until she was released at 11.30 a. m., Sunday, September 20.

Capt. W. H. Smith, our wrecking master, and Capt. W. H. Campau, the master of the *Baker*, both wanted me to write you and express their appreciation of the excellent service rendered by Capt. Jensen and his men, and as the writer was aboard the boat all during the wrecking operations, I can vouch for the capable manner in which they performed their duties and greatly assisted in the wrecking operations.

Capt. Jensen is to be congratulated for having such a capable body of men under him, and he is, no doubt, in a large measure responsible for their efficiency.

Very truly, yours,

H. J. SULLIVAN,
Agent.

DEPARTMENT OF THE INTERIOR, *Washington, September 22, 1914.*

DEAR MR. SECRETARY: I beg to acknowledge the receipt of the letter of the Treasury Department, September 17, stating that the revenue cutter *Manning* had conveyed a herd of reindeer from Ugashik to Atka Island, Alaska.

I wish to thank the Revenue Cutter Service for this assistance to the Bureau of Education in its work in Alaska.

Cordially, yours,

Bo SWEENEY,
Assistant Secretary.

The Honorable the SECRETARY OF THE TREASURY.

DETROIT, MICH., *September 29, 1914.*

Capt. J. D. PERSON,
Thunder Bay Life-Saving Station, Thunder Bay Island, Mich.

DEAR SIR: I wish to compliment you and your crew on the efficient manner in which you came to the assistance of myself and wife and Dr. R. J. Baskerville when the Doctor's launch, the *Rabbit's Foot*, became disabled during a blow on Thunder Bay, September 2, and you, personally, for the way in which you took care of us on the island for two days, while the launch was being repaired.

Again thanking you, I remain, sincerely, yours,

FRANK L. CHIDSEY.

BRITISH EMBASSY, *Washington, October 7, 1914.*

SIR: The news having reached Ottawa that the United States revenue cutter *Bear* has arrived at Nome with the surviving members of the crew of the exploring ship *Karluk*, I have the honor, at the request of the Governor-General of Canada, to offer to the United States Government the sincere thanks of the Canadian Government for the friendly action of the United States authorities in dispatching the *Bear* to the relief of the *Karluk* expedition. The Canadian Government wish also to express its high appreciation of the kind treatment shown by the officers and crew of the *Bear* to the rescued members of the *Karluk*, with the request that it may be conveyed to the proper quarter.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

(For the ambassador:)
COLVILLE BARCLAY.

The Hon. W. J. BRYAN,
Secretary of State, etc.

NOME, ALASKA, *October 12, 1914.*

Hon. S. I. KIMBALL,
General Superintendent U. S. Life-Saving Service, Washington, D. C.

SIR: I wish to express my appreciation of the services rendered by Keeper T. A. Ross and two of his men of the Nome life-saving station to the S. S. *Corwin*, which grounded on September 19, 1914, in latitude 65° 10' N. and longitude 167° 01' 4" W.

I sent the purser to Nome to get lighters to lighter cargo and notify the keeper. He arrived in Nome September 20 with Keeper Ross in launch *Defiance*, arriving at the Corwin on the 21st, 0.15 a. m.

After consulting with Capt. Ross, we decided to establish camp on the beach and lighter cargo ashore. We started at daylight, using the ship's boats, they being towed by launch *Defiance*.

The services rendered by Capt. Ross and crew were invaluable to me as there was a heavy northeast wind blowing and without the assistance of his crew and launch he would have been unable to get cargo ashore and would have had to jettison it.

Capt. Ross and crew remained with us until ship was floated on September 23, 7 p. m., and gave valuable assistance in running anchors and heaving ship off. I can not speak too highly of the efficiency of the Nome life-saving service and the valuable work done by it under the direction of Capt. Ross.

Respectfully,

R. J. HEALY,
Master S. S. "Corwin."

OCTOBER 14, 1914.

Capt. NELSON,
Keeper U. S. Life-Saving Station, Muskegon.

I am more than thankful to you for the prompt action you took in assisting me with my schooner *Isolda Bock* and crew, and our superintendent should be thankful in having a keeper as prompt as you, being disabled with mainsail gone and jibs and a gale blowing so hard. It was impossible for me to get along without your help. I only wish they had more keepers like you in the stations.

With many thanks to you, yours,

CAPT. L. C. LUDWIG,
Of Schooner "*Isolda Bock*."

ELBERTA, MICH., October 20, 1914.

To the GENERAL SUPERINTENDENT,
U. S. Life-Saving Service, Washington, D. C.

DEAR FRIEND: We, the undersigned, do highly appreciate the gallant work of the boys of the Frankfort station, whose names will appear in the report for saving our lives when our engine refused to work, en route from Arcadia to Frankfort. But for them we would have dashed against the piers and lost.

The boys who so bravely labored to save us were hard workers. Words can not do justice to our appreciation.

Yours, for great success,

ALONZO RICE,
Owner of the Launch "*U and I*."
SAMUEL H. IVES.
WM. SMITH.

BOSTON, MASS., October 27, 1914.

HON. SECRETARY OF THE TREASURY, Washington, D. C.

DEAR SIR: On October 21 my steamer, the *City of Philadelphia*, became disabled on account of boiler trouble, the steamer at that time being in dangerous condition on the lee shore of the coast of Maine. The steamer was forced to anchor in Muscongus Bay. I telephoned to the collector of customs at Portland, Me., and asked for assistance, and the revenue cutter *Woodbury* towed me from there to Portland, where I made repairs. My ship had perishable cargo on board, and by the quick action of the cutter my cargo was saved at a small loss, and ship moved to safe harbor.

This could not have been done by towboats, as there are none in that locality. This shows what excellent service the revenue cutters are rendering to shipping along our coast. No one appreciates same more than the man that follows the sea. I wish to express my heartfelt thanks to you for the service rendered to my ship.

Yours, very respectfully,

THEODORE KRUMM,
Master and Owner "*S. S. City of Philadelphia*."

NEW YORK, October 28, 1914.

Capt. S. H. HARDING,
Superintendent First Life-Saving District.

DEAR SIR: I wish to express my appreciation of the efficiency of your department which was demonstrated to me on the night of October 7, this month. While going off to Monhegan in an open boat during a bad southwest blow, the engine broke down a mile from Monhegan Island. After about eight hours on the water, constantly pumping, my companions and myself signaled for help about 12 o'clock at night, which was promptly answered by Capt. Meyers and a crew from Burnt Island, who after a hard and long row reached us and took us into Burnt Island.

Thanking Capt. Meyers and his crew through your department, I am,

Very truly, yours,

ALONZO S. TREDWELL, M. D.

CHINCOTEAGUE, VA., November 8, 1914.

Capt. JOSEPH FEDDIME,
Master U. S. Life-Saving Station, Assateague, Va.:

I feel I owe you and your crew the greatest thanks for coming to my assistance so quickly on Tuesday morning of November 4, when my son got his foot crushed off in Tams Cove, while getting under way to sail for New York, by the cogwheels in

my windlass. If it had not been for your help, I don't know what I would ever done, for no one could have done any better than you and your good crew done to help me. Now, may God bless you and all your good crew, and richly reward you for what you done for me and my son.

Yours, sincerely,

Capt. E. D. BRASUX,
Master of Schooner "Bill Nye."

DEPARTMENT OF COMMERCE,
Washington, October 31, 1914.

SIR: The department has received by reference from the Revenue-Cutter Service the report of First Lieut. William J. Wheeler, commanding the revenue cutter *Mackinac*, on his service in enforcing the laws relating to the anchorage and movements of vessels in the St. Marys River. The department is gratified to note the efficient manner in which Lieut. Wheeler has maintained the patrol of the waters under his jurisdiction. The statement that the circumstances do not warrant any amendment to the present rules and regulations is also gratifying as, in the opinion of the department, these rules should not be amended unless the changing conditions necessitate such amendments.

Respectfully,

WM. J. HARRIS, Acting Secretary.

The SECRETARY OF THE TREASURY, Washington, D. C.

GREEN BAY, Wis., November 11, 1914.

WAR DEPARTMENT, Washington, D. C.

GENTLEMEN: On the night of October 13 our dredge fleet, consisting of a dredge and two scows, while entering the piers at Manitowoc, Wis., during a gale from the east-northeast, under tow of the tugs *Torrent* and *N. Boutin*, had the misfortune, due to the breaking of the *Torrent's* tow line, of grounding on the south side of the channel.

The cutter *Tuscarora*, as well as the Two Rivers life-saving crew, gave us valuable assistance in releasing this dredge. This service we wish to herewith acknowledge and to say further that it was very much appreciated by us. The *Tuscarora* stood by, permitting the use of their 10-inch hawser, and finally pulled our dredge off. The Two Rivers life-saving crew passed lines back and forth between the tow boats and the dredge. This was due to the fact that the dredge had grounded in such shoal water that the tugs could not reach it.

If there are any charges due for this assistance, we respectfully request that we be informed of same, so that we may take care of them.

Trusting the department will convey our thanks to the captain of the *Tuscarora* and the captain of the Two Rivers life-saving station, and again assuring you of our appreciation, we are,

Respectfully, yours,

GREILING BROS. Co.,
Per L. H. BARKHAUSEN,
Secretary.

NOVEMBER 17, 1914.

To the GENERAL SUPERINTENDENT OF U. S. LIFE-SAVING SERVICE,
Washington, D. C.:

I wish to hereby extend my sincere thanks and appreciation to the captain and members of crew of the Core Bank Life-Saving Station for their heroic and timely rescue of myself and crew from an open boat in a high sea and extremely dangerous surf and for their kind treatment afterwards, and I feel that the service is to be congratulated in having such good men in their dangerous occupation to represent them.

Yours, very sincerely,

EDW. H. MERCER,
Master of Schooner "Henry W. Cramp," of Boston, Mass.

NORFOLK, VA., November 22, 1914.

To the GENERAL SUPERINTENDENT OF LIFE-SAVING SERVICE,
Washington, D. C.

GENTLEMEN: On November 15 this instant the schooner *Massasoit*, of New Haven, Conn., of which I was master, after losing her chains and anchors was driven ashore on Smiths Island near life-saving station commanded by Capt. George Hitchens. I

wish to call to your notice the excellent work performed by Capt. Hitchens and his crew; they rescued myself and crew of 10 men all told in a heavy southeast storm blowing at least 60 miles per hour and directly onto the beach, causing heavy breakers. It certainly required good judgment and cool heads to man a lifeboat and take an entire crew together with their baggage off of a wreck that was apparently breaking up and with such a heavy sea running and land us all safely. I also feel very thankful for the kind treatment that we received by the captain and his crew during the time we were with them.

Respectfully, yours,

M. O. CUMMINGS, *Master.*

PORT HURON, MICH., December 11, 1914.

LIFE-SAVING SERVICE, Washington, D. C.

GENTLEMEN: We wish to thank your department for the prompt action taken by your life-saving station at Sturgeon Point and Thunder Bay Island going to the assistance of our steamer *Lakeland* which stranded on South Point early in the morning of November 10.

These crews not only stood by with their lifeboats, but aided the crew of our steamer in moving some of the cargo and rendered every assistance within their power and stood by until the boat was released.

We should be greatly pleased if you would extend to the crews our sincere thanks for their prompt and efficient help.

Very truly, yours,

F. D. JENKS, *President.*

PHILADELPHIA, January 5, 1915.

HON. BYRON R. NEWTON,

Assistant Secretary of Treasury, Washington, D. C.

HONORABLE SIR: We wish to thank your department for the very creditable service rendered the schooner *Warren Adams* and her cargo of lumber by the revenue cutter *Itasca*, her officers, and crew.

The writer went to Newport News to receive the vessel from the captain of the cutter, and on hearing the report from the captain we know they took some bad chances, and we must say that we are pleased to know that such a capable and valuable man as Capt. B. M. Chiswell has charge of one of your vessels whose station is so near such a point as Hatteras.

We know that your first idea of ridding the ocean of these wrecks is on account of the shipping interest in general, but we must assure you that we schooner owners certainly appreciate having the free service of a revenue cutter to bring them in when they get in such a shape that the crew has to leave them.

Yours, truly,

A. D. CUMMINS & Co.

BOSTON, MASS., January 5, 1915.

HON. SECRETARY OF TREASURY, Washington, D. C.

SIR: As agent of the steamship *Lansing* and in behalf of the owners I wish to express our gratitude and thanks for the assistance rendered and in the successful floating of the steamship *Lansing* at Bass River, Mass., January 1 by the revenue cutter *Acushnet*.

For the many favors and perseverance of Lieut. Satterlee and his men on the cutter we are deeply grateful.

I truly believe the Revenue Cutter Service is one of the greatest protections the Government is giving to shipping to-day.

Again thanking you, I am, very respectfully, yours,

O. A. GILBERT, *Agent, S. S. "Lansing."*

BOSTON, MASS., January 16, 1915.

CHISWELL,

U. S. Revenue Cutter "Itasca," Portsmouth, Va.

DEAR SIR: We wish to thank you for your telegram, advising us you have the abandoned schooner *John W. Dana* in tow, and will arrive at Hampton Roads on the 16th, notifying us to please take charge as soon as possible.

Our Mr. Webb leaves for Newport News to-night, and has wired you at Norfolk, thanking you for your excellent service and stating that we have notified the Clark Towboat Co. at Norfolk to take charge, and for you to please deliver the vessel to them.

We wish to take this opportunity to thank you for your very prompt and efficient service in bringing this vessel into port, thus saving valuable property.

Yours, very truly,

ROGERS & WEBB.

ELIZABETH CITY, N. C., February 5, 1915.

Lieut. HENRY ULKE,

Assistant Inspector, Seventh Coast Guard District, Elizabeth City, N. C.

DEAR SIR: We wish to thank you for floating our motor boat *White Wing* while ashore at Cape Channel, January 28, which rendered us valuable assistance.

The *Carolina* and crew worked faithfully.

Yours, very truly,

GLOBE FISH COMPANY (INC.),
A. S. FOREMAN, *Manager.*

HONOLULU, HAWAII, February 6, 1915.

Capt. JAMES H. BROWN,

U. S. Coast Guard Cutter "Thetis," Honolulu, Hawaii.

DEAR SIR: Capt. E. Ericksen and ourselves desire to express our sincere thanks to you, your officers, and crew for the valuable assistance rendered in removing the American schooner *Defender* from the reef on the windward side of the island of Lanai, and would ask that you extend our thanks to your officers and crew.

Capt. Ericksen and ourselves feel that you are entitled to the entire credit for the removal of the *Defender* from the reef, and can assure you we appreciate highly the valuable services performed.

Again thanking you, we beg to remain, yours, gratefully,

HIND, ROLPH & Co.,
Per J. N. CLARKE, *Manager,*
Agents for American Schooner "Defender."

WESTPORT, WASH., February 8, 1915.

Capt. JACOBSON,

United States Life-Saving Station, Westport, Wash.

DEAR SIR: Please accept our sincere thanks and appreciation for your prompt action in taking an injured man from our place to the doctor at Aberdeen.

The man is now doing nicely and desires also to extend his thanks.

Yours, truly,

E. B. BENN.

NEW YORK, February 24, 1915.

Mr. WILLIAM G. McADOO,

Secretary of the Treasury, Washington, D. C.

DEAR SIR: The steamer *Trafalgar*, one of the ships of our line, stranded off Cape Lookout on her passage to Cuba in the early part of January. This ship went on the bottom about 6 o'clock in the morning and the revenue cutter *Seminole* was alongside at 10 a. m.

From information that we gathered from the captain, the officers and crew of the *Seminole* rendered every assistance that was possible to the ship, and stood by her from the time of her stranding until she was floated and accompanied her from the reefs into the Cape Lookout bight.

Capt. Jacobson, of the steamer *Trafalgar*, speaks in the highest terms of the assistance that he received from the *Seminole* and says that it was partly due to their efforts that the ship was floated.

We wish to thank the captain, officers, and crew of the *Seminole*, through your department, for the valuable services rendered to the *Trafalgar* on this occasion.

Yours, very truly,

AMERICAN AND CUBAN STEAMSHIP LINE (INC.),
JOHN W. McGRATH, *Marine Superintendent.*

NORFOLK, VA., March 2, 1915.

Capt. CHISHOLM, *U. S. Revenue Cutter "Itasca."*

DEAR CAPTAIN: I desire to express to you my appreciation for the services you rendered me in towing my schooner *Lizzie A. Williams* from Assateague, Va., in December last to Hampton Roads as my vessel was in a disabled condition.

Respectfully,

JOSEPH W. WEATHERLY,
Master Schooner "*Lizzie A. Williams.*"

FORT CANBY, WASH., March 8, 1915.

Mr. ALFRED RIMER,

Captain *U. S. Life-Saving Crew, Fort Canby, Wash.*

SIR: Allow me to take this way to express the gratitude of the department to myself and yourself to yourself and your crew for your diligent response to our call when Wm. Feller was lost overboard from a barge at our dock. Your persistent and competent work in dragging for the body on Saturday afternoon and the most of the following Sunday is highly appreciated indeed.

I wish also to tender my thanks for the valuable services you rendered us in taking soundings in the vicinity of the jetty on the 3d instant.

Yours very truly,

R. M. CRAM, *Junior Engineer.*

SAN FRANCISCO, CAL., March 13, 1915.

The SECRETARY OF THE TREASURY, *Washington, D. C.*

SIR: We wish to express to you our appreciation of the very efficient performance of the revenue cutter *Androscoggin* in bringing into port the Belgian reliefship *Camino*, and through you to express to the captain, officers, and crew of the *Androscoggin* our profound thanks for their hard and thoroughly satisfactory work.

The cutter pluckily stood by the *Camino* for over a week amid a succession of severe North Atlantic gales, towing, supplying gear, running lines, and rendering effective assistance when the weather permitted, and sending cheering messages and professional advice when the heavy seas prevented more direct aid.

The introduction of wireless telegraphy has largely increased the sphere of usefulness of these cutters, which are saving millions of dollars and hundred of lives by finding and salvaging vessels at sea before the final catastrophe takes place.

It is due entirely to the *Androscoggin* and the Canadian cutter *Lady Laurier* that the *Camino* arrived safely in port instead of probably going to pieces on the beach and furnishing occupation only to a life-saving crew; and in view of this extension of its usefulness it is a matter of great satisfaction to all persons connected with the sea to feel that the Revenue-Cutter Service has officers and men as efficient and as well equipped professionally as are those of the *Androscoggin*.

We would be pleased if you would furnish copies of this letter of appreciation to the captain and officers of the *Androscoggin*.

Yours,

SWAYNE & HOYT.

CAPE LOOKOUT, March 20, 1915.

Capt. FRED G. GILLIKIN,

Of United States Coast Guards, Cape Lookout Station.

DEAR SIR: I wish to sincerely thank you and your sturdy crew for the valuable services which you rendered me and my crew of Schooner *Sylvia C. Hall* which stranded on the shoals March 17, 1915, also for the treatment shown me while at your station. You deserve great praise and I shall not fail to do my part making it known.

Yours, very truly,

C. W. SPRAGUE, *Master.*

POPHAM BEACH, ME., March 26, 1915.

CAPTAIN COMMANDANT,

United States Coast Guard, Washington, D. C.

DEAR SIR: We wish through you to thank Capt. Berry and all his crew of the United States Coast Guard station located here, for their efficient work and services in saving property from the Hotel Rockledge which was burned on March 20, 1915. Also to

especially thank the captain for his efforts in preventing robbery and for his willingness to help run down and punish those who were guilty.

Yours, very truly,

The R. E. TRUST OF MASSACHUSETTS,
By GEORGE E. LOVEJOY, *Trustee*.

SOUTHPORT, N. C., *April 2, 1915.*

The CAPTAIN COMMANDANT,
United States Coast Guard, Washington, D. C.

DEAR SIR: I am writing you as master and managing owner of the motor pilot boat *D. H. Penton*, of Southport, N. C., owned by Cape Fear Bar Pilots' Association, by unanimous direction of said association, in regular meeting held 1st April, 1915, to express our hearty thanks and appreciation of the prompt, vigorous, and efficient work of the crews of Oak Island Coast Guard station, under Capt. Dunbar Davis, and Cape Fear Coast Guard station under Capt. Samuel Brinkman, on the occasion of the accident to our said pilot boat on March 16, 1915. Our boat was driven ashore, in a heavy southwest gale, on Bald Head Point, and her position was perilous. The quick response of the Coast Guard men under command of the able keepers mentioned above, went far toward preventing a serious result, and a very considerable loss to us. We desire to especially bring to your attention the efforts of Capt. Dunbar Davis and his men in assisting to float the boat. His work and that of his men showed expert knowledge and most excellent seamanship. We also desire to bring to your notice the work of Capt. Samuel Brinkman and his men, and especially the fact that Capt. Brinkman, in getting a hawser from the mine planter, *Gen. R. T. Frank*, to our boat, was in the water up to his shoulders, for more than an hour, in icy cold weather. The work of the Coast Guard men was prompt, quick, and efficient, and can not be too highly praised.

Our association heartily appreciates the work of the Coast Guard on our coast, and after observation and knowledge of many years is in position to say that it is impossible to overestimate the work of this branch of our Government service.

Yours, very truly,

WM. ST. GEORGE,
Master and Managing Owner Pilot Boat "D. H. Penton."

CHARLEVOIX, MICH., *April 10, 1915.*

HON. G. B. LOFBERG,
Superintendent Coast Guard District No. 1, Grand Haven, Mich.

DEAR SIR: Under date of March 17 last the gas boat *Castanet* (57 feet in length) one of the fishing fleet here, with a crew of five men, met with an accident to its engine, rendering it impossible for the boat to reach the harbor, a distance of about 7 miles, and there being no other boat in sight to come to its rescue. The darkness of the night came on and the torch was applied, which was promptly responded to by the life-saving station and immediate action taken to bring the boat and men ashore, which proved a grand success, reaching harbor at about 10 p. m.

As said before, the boat was out about 7 miles, considerable floating ice was encountered, with a heavy northwest wind blowing; it was, indeed, no easy task to tow the boat ashore.

The city of Charlevoix may well count among its various resources the life-saving station as one of the most valuable assets and to consider itself very fortunate, indeed, in being so well protected.

Yours, very truly,

OLUF NÖRDEUM.

SOUTH HAVEN, MICH., *April 22, 1915.*

MR. G. B. LOFBERG, *Grand Haven, Mich.*

DEAR SIR: Again I am thankful this time to the Coast Guard station of South Haven, Capt. Johnson and crew, for the noble act they did me and my son, on a little gas fishing tug, *Guerilla*, which was disabled about 8 miles out in the lake, on the night of the 20th. They were some four and one-half hours getting us into the harbor.

I am thankful to you for having in your service such a captain as Frank Johnson.

Very truly, yours,

L. C. LUDWIG.

NEW YORK, *April 29, 1915.*

Capt. HOWARD M. HORNER,
Keeper Life Station, Mantoloking.

DEAR SIR: Allow me to thank you, on behalf of myself and crew, for the efficient manner in which you succored us and your extreme kindness, during our stranding on the beach, at your station on the night of April 11, and your attention until we floated on Monday, April 13, 1915.

Please accept our gratitude.

Yours, very sincerely,

HENRY LAWRENCE MACK.

MUNICIPIO DE SAN JUAN, PUERTO RICO. OFICINA DEL SECRETARIO.

RESOLUTION expressing to the officers and men of the revenue cutter *Algonquin* the gratitude of the people of San Juan for their effective help in fires which occurred in the city during their stay in this port.

Whereas during the time that the revenue cutter *Algonquin* has been stationed in Porto Rico, several fires have occurred in the city of San Juan, in which the officers and men of the said revenue cutter have given effective help, cooperating decidedly to extinguish said fires and to save property;

Whereas said vessel is about to leave the island and to be succeeded by another boat;

Whereas, it is the desire of the municipal council of San Juan to express to said officers and men of the *Algonquin*, in the name of the city of San Juan, the appreciation they have for their noble service; now therefore, the municipal council of San Juan adopts the following

RESOLUTION.

SECTION 1. That the gratitude of the inhabitants of the city of San Juan be expressed to the officers and men of the revenue cutter *Algonquin* for the gallant services during the different fires which have occurred in the city, as well as in its different wards, during which the help of the said officers and men have been effective, both in extinguishing of said fires and to the saving of property.

SEC. 2. That a certified copy of this resolution, with a translation into the English language, be forwarded to the commanding officer of the aforesaid revenue cutter *Algonquin*.

I, Manuel Moraza Diaz, municipal secretary of the city of San Juan, Porto Rico, do hereby certify that the foregoing resolution was adopted by the municipal council of this city, at its meeting on the 9th day of June, 1915, and approved by the mayor on the 10th day of June, 1915.

[Municipal seal of San Juan.]

MANUEL MORAZA.

CHICAGO, ILL., *May 10, 1915.*

Capt. PUGH,
United States Life-Saving Station, Ludington, Mich.

DEAR SIR: We are inclosing herewith copy of a letter which we have addressed to the Captain Commandant at Washington, and we wish to thank you personally for the prompt and efficient service rendered by yourself and your crew to our steamer *Marion*. We assure you that if there is anything we can do at any time to show our appreciation, we would be only too glad to have you call upon us.

Yours truly,

DANIEL PETERKIN, *Treasurer.*

UNITED STATES DEPARTMENT OF LABOR,
Galveston, Tex., May 19, 1915.

Mr. GEORGE W. MCKENZIE,
Keeper United States Coast Guard Station, Galveston, Tex.

SIR: This office desires to express its sincere appreciation for the courtesies extended to this service by you and the men serving under your immediate direction.

The most recent instance was in the case of an alien who, upon being placed in detention, took poison with suicidal intent. The boats operated by this service were

not available at that particular time. Your promptness in responding to our appeal for aid and your readiness to place a crew and surfboat at our disposal in order to speedily convey this alien from Pelican Island to a hospital in Galveston saved a human life.

On another occasion a vessel arrived unexpectedly late one Sunday afternoon with more than 200 persons on board. It was necessary to transfer all passengers and their personal effects to the immigration station. There were so few immigration officials on duty at the time, it was found difficult to cope with the situation. You, however, placed yourself and men at our disposal and rendered most valuable assistance, not only at the time of disembarkation, but also on the following day, in keeping order during the inspection of said passengers.

There are other acts of courtesy and kindness I might mention, but I wish to recall these two particularly and thank you for same.

It is a pleasure to be associated with officials who have the interest of the Government at heart and who so willingly cooperate with other branches of the service when necessity requires.

Respectfully,

JAMES B. BRYAN,
Inspector in Charge.

Official copy respectfully referred to Mr. James F. Phillips, superintendent, Ninth Coast Guard District.

PORT ARTHUR, TEX., May 22, 1915.

SUPERINTENDENT OF COAST GUARD SERVICE, *Galveston, Tex.*

DEAR SIR: We beg to extend our appreciation for the services rendered by the life savers on the Sabine bar on the 10th instant, in assisting us at pulling the launch *Florence* off the beach, some 60 or 70 miles from Sabine. We are quite sure that it would have been impossible for us to save this boat, after going to the expense of taking a tug over there, had it not been for the life savers' skill in running lines and doing the difficult tasks.

Thanking you again, we remain, yours, very truly,

THOMPSON & COMPANY,
By MARTIN THOMPSON.

PORTLAND, OREG., June 14, 1915.

Capt. O. S. WICKLUND, *Hammond, Oreg.*

MY DEAR CAPTAIN: On behalf of the Port of Portland I wish to thank you and your efficient crew for the most valuable assistance rendered on the morning of June 10, when you rescued our *Barge No. 16* and turned her over to the tug *Oneonta*. We fully appreciate the value of this service, and if at any time we can be of assistance to you in any way, would be pleased to have you call on us.

Very respectfully,

THE PORT OF PORTLAND,
By E. W. WRIGHT,
General Manager.

NORFOLK, VA., June 17, 1915.

COMMANDER OF COAST GUARD,
Revenue Cutter Onondago, Norfolk, Va.

DEAR SIR: I wish to thank you in behalf of myself and owners for your timely assistance rendered the schooner *Emma S. Lord* when she was in distress on the 9th of this month.

No one can properly appreciate how much your timely aid meant but those who are similarly placed.

With every good wish for you and each of your men, and that you have many years of success, I am

Your grateful friend,

ROY F. GILLEY,
Master of Schooner Emma S. Lord.

SAN FRANCISCO, CAL., *June 25, 1915.*

SUPERINTENDENT THIRTEENTH DISTRICT COAST GUARD,
San Francisco, Cal.

DEAR SIR: I take this opportunity to congratulate you upon the efficiency of your organization.

The other day while making a landing in my biplane I was caught by a side wind and carried into the breakers. It was due entirely to the prompt service of your¹ men that my machine was saved from total destruction. I thank them through you for the assistance they rendered.

Very truly, yours,

WM. H. PIPKIN.

CHICAGO, ILL., *June 28, 1915.*

Capt. PETER F. JENSEN,
Evanston Coast Guard Station, Evanston, Ill.

DEAR SIR: I wish to acknowledge my thanks for your help in getting off the sand bar with yacht *Nancy Alice* yesterday, off Kenilworth.

I am glad to say that the yacht is undamaged, and I am pleased with the promptness with which you responded to our call.

Very truly, yours,

A. M. ANDREWS.

¹ Southside Station, on June 21, 1915.

AWARDS OF LIFE-SAVING MEDALS: 1915



AWARDS OF LIFE-SAVING MEDALS.

During the fiscal year 1915 the Secretary of the Treasury, under authority of acts of Congress approved June 20, 1874, June 18, 1878, May 4, 1882, and January 28, 1915, awarded medals of honor to 58 persons and a silver bar to another person, who distinguished themselves in saving or endeavoring to save persons from drowning. Twenty-one of these medals were gold, and 37 silver. The services for which gold medals were given are briefly set forth below, together with a tabulated list of awards of silver medals.

Charles A. Tucker, keeper, and Surfmén Anthony F. Glaza, Thomas W. Bennetts, Serge Anderson, John Beck, Chester O. Tucker, George Halpainen, Charles Kumpula, and Henry Padberg, Eagle Harbor Coast Guard Station; and Thomas H. McCormick, keeper, and Surfmén John McDonald, John C. Alfsen, Fred C. Sollman, Paul Liedtke, Collin S. Westrope, David M. Small, and Oscar Marshall, Portage Coast Guard Station.—Awarded gold medals July 15, 1914, for heroic conduct in rescuing 24 persons from the steamer *Waldo*, of nearly 5,000 tons burden, which was driven on Gull Rock, off Keweenaw Point, Lake Superior, on November 8, 1913, in perhaps the most furious storm, with heavy snow, that has ever visited the lake. The wind was about 70 miles an hour and the sea very rough. The vessel broke in two, and the imperiled people took shelter in the cabin, where they were compelled to remain for 90 hours without food.

News of the wreck reached the Eagle Harbor station on November 9, and the crew made a brave effort on that day, in a power surfboat, to reach the vessel. After having proceeded 8 miles, it was found impossible to go farther, on account of the great amount of ice which burdened the small boat, and return was made to the station. The lifeboat, larger and more powerful, was undergoing repairs when word concerning the wreck was received, and when it was found impracticable to effect a rescue with the surfboat, the crew returned to their task and put it in condition to go to sea. The power lifeboat was launched at 3 a. m. on the 11th, and after making way against almost insurmountable seas, and being exposed to the snow and freezing wind for four hours, the crew reached the *Waldo*, 32 miles from the station.

Information concerning the disaster was not received at the Portage station until noon on November 10. The shortest distance to the wreck was 60 miles, but the keeper, in order to avail of the protection afforded by the ship canal to Portage Entry and thus avoid the terrific sweep of the wind, chose the latter route, which made the distance to the *Waldo* 80 miles. In response to a message sent by the keeper before starting, a tug met the power lifeboat as it emerged from the canal and towed to the scene of the wreck, which was reached at 3 o'clock a. m. on the 11th.

While the thick ice which encased the *Waldo's* cabin was being chopped away to free the suffering men and women, the Eagle Harbor crew arrived. Both lifeboats were practically ice-logged, which added to the difficulties and increased the hazard. With able maneuvering, in the face of great danger, the life-savers were able to take the 22 men and 2 women into their boats, and all hands, and the ship's dog, were safely landed at Houghton, Mich.

In awarding a gold medal to each of the keepers and surfmen who participated in this notable rescue, the department recognized the display of a degree of good judgment, skill, and undaunted heroism which stands with the most praiseworthy instances of efficiency and bravery in the annals of the service.

A more complete account of this disaster and rescue may be found in the annual report of the Life-Saving Service for 1914, pages 87-90.

Charles Venus, sergeant, Company I, Twenty-Third Infantry.—Awarded a gold medal October 10, 1914, for heroic daring in swimming ashore during a severe storm and high seas to secure aid in rescuing three men who were lashed to an overturned sailboat. On the night of June 29, 1914, Sergt. Venus and three companions were sailing on Galveston Bay when overtaken by the storm and their boat capsized. After cautioning the other men, who had secured a hold on the boat that their safety depended on their remaining by the boat, Sergt. Venus removed his clothing, and in spite of protests, started to swim ashore, and arrived at the military camp at Texas City, Tex., about 11 p. m. Several boats were sent out to the rescue, and the one directed by him discovered the imperilled men at about 2 a. m. and took them to the camp. The distance ashore was variously estimated by the men involved as 2 to 4 miles.

The courageous decision of Sergt. Venus to swim ashore for help, and his daring efforts to rescue his companions, in which he suffered injury and from which he afterwards collapsed, entitled him to recognition for his heroism by the award of a gold medal. It appears from the record in the case that his action, no doubt, prevented the drowning of the other members of the party.

John S. Clark, keeper, Fort Point Coast Guard Station, Joseph L. Nutter, keeper, and Michael Maxwell, surfman, Point Bonita Station.—Awarded gold medals March 20, 1915, for heroic daring upon the occasion of the wreck of the steamer *Hanalei*, which ran on a reef off Point Bolinas, Cal., November 23, 1914.

The circumstances connected with this disaster were somewhat different from those usually encountered in the work of the service, and opportunity was afforded, in the line of duty, for the display of a high order of skill, judgment, and individual heroism. From among the members of the crews of the Fort Point, Point Bonita, and Golden Gate stations these men, Keepers Clark and Nutter, and Surfman Maxwell, were selected for this distinctive award on account of the conspicuous part taken by each of them in the rescue work upon the occasion referred to.

A full account of the disaster and the work of the life-savers is published elsewhere in this report (pp. 9 and 118).

Awards of silver medals.

Name.	Residence, etc.	Service rendered.	Date of award.
John Belmont.....	Private, Twenty-third Infantry United States Army.	Rescue from drowning of Private Timothy Nolan, Twenty-third Infantry, United States Army, who had been seized with cramps while in surf bathing, Galveston harbor, Tex., June 18, 1914.	1914. Aug. 3
Daniel McGrath.....	Patrolman, police department, New York City.	Rescue of Capt. Albert Potter and Matthew Drennan, of the yacht Crusader, from drowning in the North River, N. Y., night of Oct. 25, 1913, they having fallen into the river while attempting to board said vessel.	Aug. 14
J. B. Cadenbach.....	Coxswain, United States Navy.	Rescue of Harry Butterfield from drowning in the Little Arkansas River on June 4, 1914, his canoe having capsized.	Aug. 17
Robert A. Fowler.....	Deck hand, steamer George B. McClellan, New York Fire Department.	Rescue from drowning in East River, N. Y., of Ferdinand Collura, an escaped inmate of Metropolitan Hospital, Blackwells Island, New York City, on May 31, 1914.	Aug. 31
Joseph W. Finnegan....	Patrolman, police department, New York City.	Rescue from drowning in East River, N. Y., on July 23, 1914, of Harry Sadowsky, who had jumped into the river.	Sept. 18
Ralph Woodworth.....	Rockville Center, New York.	Rescue of Olive DeMott from drowning in Fundy Gutter, Town of Hempstead, Nassau County, N. Y., on July 16, 1914, she, one of a party of excursionists having fallen overboard from the motor boat Decomrah.	Sept. 21
Edward J. Grady.....	520 East One hundred forty-ninth Street, New York City.	Assisting in rescue from drowning in North River, N. Y., on night of July 19, 1914, of Samuel Hassard, who had fallen overboard in attempting to jump from the barge Curry to a pier when said barge was about to land to disembark a party of excursionists.	Oct. 10
John Grady.....	do.	do.	Do.
Michael Glubride.....	Mate, correction boat Thomas A. Mulry, of New York City.	Rescue from drowning in East River, N. Y., on night of Apr. 25, 1914, of Charles Alexander, who had fallen into the river from a dock at Blackwells Island.	Do.
Peter McNeil.....	Laborer, Department of Docks and Ferries, New York City.	Rescue from drowning near the Battery, New York City, on July 16, 1914, of Arthur Embley, who had fallen overboard from the steamboat Orient; also, rescue from drowning off the Battery, New York City, on Aug. 7, 1914, of Harry Foster, who had fallen into the water while attempting to throw a line to the steamship Old Point Comfort.	Nov. 2
Albert E. Kelly.....	Buffalo, N. Y.....	Rescue from drowning in river below Camp Stotsenberg, Luzon, P. I., in July, 1901, of Driver John Smith, Light Battery D, 6th United States Artillery, who had been unhorsed in the river while engaged in giving a number of horses a bath. At that time Kelly was a corporal in the same battery.	Do.
William J. Guerra.....	Laborer, department of docks and ferries, New York City.	Rescue from drowning in North River, N. Y., on Sept. 8, 1914, of boy named John Vidjor, who had fallen into the water at south side of pier A.	Nov. 2
Mitchell Stevens.....	Westhampton Beach, N. Y.	Rescue from drowning in Moneybogue Canal, near Westhampton Beach, N. Y., on July 18, 1914, of a boy named Hampton Myer, who had fallen out of a small boat.	Nov. 4
Russell A. Presley.....	Sergeant, United States Marine Corps.	Rescue from drowning off southern end of North Island, Cal., on Aug. 28, 1914, of Private Raymond S. Hohensee, United States Marine Corps, who, having been carried some distance from shore by a strong undertow while in swimming, had become confused and frightened.	Do.
Ernest W. Keller.....	Electrician, second class, United States Navy.	Rescue from drowning in Mare Island Straits, off Vallejo, Cal., on Sept. 28, 1914, of Mrs. John Winters, who had jumped into the water with the intention of committing suicide.	Do.
Claud R. Vandervert...	Sergeant, Company K, Seventh United States Infantry.	Rescue from drowning in Vera Cruz Harbor, Mexico, on Sept. 28, 1914, of Buckner New Harris, electrician, second class, United States Navy, who had become exhausted while in swimming.	Nov. 21

Awards of silver medals—Continued.

Name.	Residence, etc.	Service rendered.	Date of award.
John J. Casey.....	Private, Troop C, Fourth United States Cavalry.	Rescue from drowning in sea near Lyman's ranch, County of Honolulu, Island of Oahu, Hawaii, on Oct. 20, 1914, of Private David R. Boules, of the same troop, he having become exhausted while in swimming.	1915. Jan. 6
Louis N. Miller.....	Private, Company M, First United States Infantry.	Assisting in rescue from drowning in sea near Haleiwa, Oahu, Hawaii, on Oct. 22, 1914, of Private Charles Armstrong, Company I, First United States Infantry, who had become exhausted while in swimming.	Do.
Hiel Van Campen.....	Private, Company E, First United States Infantry.	do.....	Do.
James J. Dicks.....	Private, Company K, First United States Infantry.	do.....	Do.
Edward Steger.....	Private, Company C, First United States Infantry.	do.....	Do.
Franklin Johnson.....	Coxswain, United States Navy.	Rescue from drowning on Oct. 26, 1914, of H. M. Krout, ordinary seaman, United States Navy, who had fallen overboard while the U. S. S. Prairie was at anchor off Tompkinsville, N. Y.	Do.
Daniel J. Wall.....	Life guard at Neponsit, Long Island, N. Y.	Rescue from drowning off Neponsit, Long Island, of the following persons: On July 19, 1912, W. J. Lane, who had gone beyond his depth while in bathing; on Aug. 9, 1914, George Kehoe, who had been seized with cramps while in swimming; and on Sept. 20, 1914, Miss Katherine Foster and a Miss Baker, who had become exhausted while in swimming.	Do.
Joseph O'Connor.....	Lieutenant, police department, New York City.	Rescue from drowning off Coney Island, N. Y., on Aug. 31, 1914, of Lieut. Bernard J. Dolan, police department, New York City, who had been seized with cramps while in swimming.	Jan. 13
Christopher J. Sullivan.	Surfman, City Point Coast Guard Station.	Rescue from drowning in Boston Harbor, Mass., on Aug. 11, 1912, of Miss Martha Glynn, one of the passengers of the cap-sized launch Pippin.	Jan. 15
Rollie Myers.....	Fireman, U. S. Q. M. D. steamer Captain T. W. Morrison.	Rescue from drowning in Portsmouth Harbor, N. H., night of Nov. 28, 1914, of a sailor named Bennett, oiler, first class, U. S. S. Sacramento, and of a sailor named Suttle, seaman, U. S. S. Leonidas.	Feb. 23
William E. Mellor.....	P. O. box 2075, Philadelphia, Pa.	Rescuing a number of fellow passengers from drowning in the Pacific Ocean at La Jolla Beach, Cal., on Apr. 11, 1906, when the large, flat-bottom rowboat aboard which they were sight-seeing was wrecked and their boatman killed.	Feb. 25
Willie R. Jones.....	Private, Battery A, Fourth Field Artillery, United States Army.	Rescue from drowning in Vera Cruz Bay on Sept. 1, 1914, of Mechanic William F. Smith, of the same battery, who had been seized with a cramp while in swimming.	Do.
William J. Lahey.....	Captain, police department, New York City.	Rescue from drowning off Belle Harbor, N. Y., on Aug. 21, 1914, of a boy named James Saver, who, having been carried some distance from shore by a strong undertow while in swimming, had become confused and frightened.	Do.
Albert Deravin ¹	Galveston, Tex.....	Rescue from drowning in Galveston Harbor, Tex., on Nov. 8, 1914, of William Romer, who had fallen overboard from the launch Nicholas.	Feb. 27

¹ A silver bar, he having been awarded a silver medal June 30, 1913, for saving a man from drowning in Galveston Harbor, Tex., Sept. 13, 1909.

Awards of silver medals—Continued.

Name.	Residence, etc.	Service rendered.	Date of award.
Clarence H. Tingle.....	Post-office box 1012, San Juan, P. R.	While first officer of the United States Army tug Slocum, he rendered the following service: On Aug. 8 and 9, 1899, during a hurricane and the sickness of the captain, he so skillfully navigated the damaged vessel on a trip from Mayaguez to San Juan, P. R., that it arrived at San Juan with all on board safe. On Nov. 10, 1899, during a very severe storm, he, with a volunteer crew, in a small boat, took the crew of four off a barge in tow of the Slocum, the barge shortly thereafter foundering. On Jan. 16, 1900, when the line of a barge in tow of the Slocum became wrapped around the propeller of the Slocum, disabling said vessel, he, with two others, in a small boat, rowed about 20 miles, in the extreme heat, to San Juan and secured aid from the United States Navy tug Uncas.	1915. Mar. 5
William E. Donald.....	Private, Thirty-first Company, Coast Ar- tillery Corps, United States Army.	Rescue from drowning on Dec. 7, 1914, of Ada Murphy, a colored woman, who had fallen into the water from a dock at Fort Caswell, N. C.	Mar. 13
Clemon Turner.....	Private, Company K, Twenty-fourth In- fantry, United States Army.	Assisting in rescue from drowning in Calumpang River, near Camp McGrath, Luzon, P. I., on Nov. 12, 1914, of Private Thomas Burns, of same company, who had stepped unexpectedly into deep water in attempting to wade across the river, and become helpless in the swift current.	Mar. 19
Robert Newhouse.....	do.	do.	Do.
John H. Brennan.....	3 Manhattan Street, New York City.	Rescue from drowning in North River, N. Y., on Aug. 4, 1914, of Mrs. Margaret Owens, who had jumped into the river with suicidal intent.	Apr. 28
Charles G. Passmore....	Fireman, first class, United States Navy.	Rescue from drowning off Goat Island, Cal., on Apr. 12, 1915, of James J. Roe, water tender, U. S. S. Colorado, who, while temporarily mentally deranged, had jumped into the water.	May 21
William T. Hall.....	Engineer, department of docks and ferries, New York City.	Rescue from drowning off St. George, Staten Island, N. Y., on May 16, 1908, of Maurice Christal, a dock builder of the same department, who had fallen into the water. Rescue from drowning in the North River, N. Y., on Sept. 25, 1909, of James Sullivan, who had jumped into the river with suicidal intent. Rescue from drowning in the North River, N. Y., on July 19, 1912, of a boy named John Smith, who had become exhausted while in swimming.	June 24
Joseph Bannon.....	Sergeant, police de- partment, New York City.	Rescue from drowning in North River, N. Y., on May 14, 1915, of Charles A. Manley, superintendent of docks and ferries, New York City, and Patrick Fitzgerald, a deckhand on steam launch A, of the department of docks and ferries, who had been thrown into the water when said launch foundered as the result of a collision with the steamer Rensselaer.	Do.



DISASTERS WITHIN THE FIELD OF OPERATIONS
OF THE COAST GUARD INVOLVING
LOSS OF LIFE: 1915



DISASTERS TO VESSELS INVOLVING LOSS OF LIFE.

Section 9 of the act of Congress approved June 18, 1878, provides:

That upon the occurrence of any shipwreck within the scope of the operations of the Life-Saving Service (*now Coast Guard*), attended with loss of life, the general superintendent shall cause an investigation of all the circumstances connected with said disaster and loss of life to be made, with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the service have been guilty of neglect or misconduct in the premises.

In accordance with the requirements of the foregoing, all disasters of the class named have been or are now being investigated, and the attendant facts and circumstances in each case ascertained by testimony under oath. The results are tabulated below:

Date.	Vessel.	Lives lost.	Station and district.	In scope.	Full duty performed.
1914.					
Aug. 30	Schooner Pearl Nelson.....	2	Plum Island (2).....	Yes.	Yes.
Nov. 23	Steamer Hanalei.....	23	Fort Point, Point Bonita, and Golden Gate (13).	Yes.	Yes.
1915.					
Jan. 8	Steamer Eureka.....	1	Point Bonita (13).....	Yes.	Yes.
16	Motor boat No. 30.....	1	Southside (13).....	Yes.	Yes.
24	Gasoline yacht Idler.....	12	Cape Hatteras, Creeds Hill, and Big Kinnakeet (7).	Yes.	Yes.
Mar. 13	Motor boat Aredale.....	1	Willapa Bay (13).....	(1)	(1)
15	Fish boat (motor).....	1	Coquille River (13).....	(1)	(1)
Apr. 3	Schooner barge No. 6.....	5	Cape Henlopen (6).....	Yes.	No. Coast Guard crew severely reprimanded.
3	Schooner barge No. 9.....	5	do.....	Yes.	Do.
3	Schooner The Josephine.....	3	Kill Devil Hills (7).....	Yes.	Yes.
3	Steamer Edward Luckenbach.	15	False Cape and Little Island (7).	Yes.	Yes.
6	Motor boat Arab.....	2	Tillamook Bay (13).....	(1)	(1)
24	Motor boat Randolph.....	3	Coquille River (13).....	(1)	(1)
25	Motor boat Diana.....	8	Golden Gate and Southside (13).	Yes.	Yes.
May 3	Skiff.....	2	Harbor Beach (11).....	(1)	(1)
9	Steamer Junior.....	6	Cleveland (10).....	(1)	(1)
30	Small boat.....	1	Galveston (9).....	(1)	(1)
31	Fish boat (motor).....	1	Cape Disappointment (13).....	(1)	(1)
June 20	Small boat.....	1	Holland (12).....	(1)	(1)

¹ Investigating officer's report not yet received.

NOTE.—The foregoing tabulation of lives lost does not mean that in each of these several instances the lives of all persons involved in the disaster were lost. On many of these occasions lives were saved, and whenever the Coast Guard was instrumental in saving those lives, the facts are recorded in the tabular statement.



BLUE ANCHOR SOCIETY.
AID FOR THE SHIPWRECKED.
WOMEN'S NATIONAL ASSOCIATION.



BLUE ANCHOR SOCIETY, AID FOR THE SHIPWRECKED, WOMEN'S NATIONAL ASSOCIATION.

The above-named society was organized in 1880 for the purpose of extending aid and comfort to the victims of shipwreck and other marine casualties on our shores, and has perhaps found its widest field of usefulness in conjunction with the rescue and relief service performed by the crews of the United States Coast Guard. The endeavors of the society, in so far as they are associated with the Coast Guard, consist in furnishing wearing apparel, etc., to the various stations of this service for use as above indicated. The enterprise is altogether a private philanthropy. As no provision is made by the Government for clothing those whom maritime dangers have placed temporarily in the care of the Coast Guard crews, the efforts of the society, needless to say, have done much to alleviate human distress.

The following statement shows the stations at which such supplies were expended during the last fiscal year, the individual cases of distress thus relieved, and the circumstances which in each case gave rise to the need sought to be relieved:

Date.	Station.	Beneficiaries.
1914.		
July 5	Point Allerton.....	3 men from capsized boat.
6	Wood End.....	4 men from stranded launch.
9	Fort Point.....	Small boy who had fallen into water.
12	Marblehead.....	10 men, thrown into water by explosion of launch Vendetta.
15	Dam Neck Mills.....	Fisherman, who lost his life trying to swim from anchored boat to shore, given clothes for burial.
16	Point Bonita.....	Girl who had fallen over bank into the surf.
18	Milwaukee.....	Man who had fallen overboard from scow.
18	Highland.....	2 fishermen, in small boat, lost in fog 30 hours from their vessel.
27	Portage.....	2 men from capsized canoe.
Aug. 6	Fishers Island.....	Man from stranded sloop.
9	Highland.....	Fisherman, in small boat, lost in fog about 40 hours from his vessel.
9	Hammond.....	3 men from disabled launch Irish Girl.
9	Cuttyhunk.....	2 men, crew of wrecked schooner Ida.
10	Nome.....	Man from swamped dory.
12	Seabright.....	2 men from foundered catboat.
23	Brazos.....	11 men, crew of wrecked schooner Emily P. Wright.
28	Stone Harbor.....	2 men from stranded launch.
30	Plum Island (2).....	3 men, part of crew of wrecked schooner Pearl Nelson.
Sept. 7	Gloucester.....	Man from capsized sloop.
13	Lewes.....	4 men, crew of wrecked schooner Dunlo.
18	Damiscove Island.....	Man from stranded boat.
28	North Scituate.....	7 men, crew foundered steamer Jonas H. French.
Oct. 6	Portage.....	2 women who had fallen into the lake.
7	Manistee.....	3 men from disabled launch.
13	Southside.....	2 men whose clothes had been washed away while they were in bathing.
14	Yaquina Bay.....	2 men from disabled boat, having been adrift three days.
18	Cape Disappointment.....	Man from swamped launch.
19	Frankfort.....	3 men from foundered launch.
21	Point Adams.....	14 sailors from wrecked steamer Rochelle.
22	Hereford Inlet.....	2 women, passengers of stranded steamer.
24	Nahant.....	3 men from capsized dory.
29	Manomet Point.....	2 men from capsized dory.
Nov. 13	Lone Hill.....	Man from capsized sloop.
23	North Beach.....	Man from stranded sailboat.
23	Sabine Pass.....	3 men from launch towing swamped barges.

Date.	Station.	Beneficiaries.
1914.		
Nov. 23	Shinnecock.....	7 men, crew of stranded schooner Georgia D. Jenkins.
Dec. 7	Point Judith.....	2 men, survivors from wrecked schooner Luella Nickerson.
11	Brasos.....	4 men and 1 woman from steamer adrift and helpless.
14	Gloucester.....	7 men, survivors wrecked schooner Ella M. Storer.
14	Stone Harbor.....	2 men from stranded skiff.
29	Fort Lauderdale.....	4 women from swamped launch.
Dec. 29	Point Allerton.....	2 men, crew of disabled launch.
30	Atlantic City.....	8 men from stranded steamer.
1915.		
Jan. 13	South Brigantine.....	3 men from stranded motor boat Sea Queen.
17	Cape Fear.....	3 men, survivors from wrecked launch Owl.
Feb. 7	Fire Island.....	23 sailors from stranded bark.
20	Sturgeon Bay Canal.....	Man thrown into water by explosion on motor boat Dodger.
Mar. 12	Old Chicago.....	Man who had fallen off pier into river.
13	Nahant.....	3 men from capsized sailboat.
17	Cape Lookout.....	Crew of wrecked schooner Sylvia C. Hall.
31	Point Adams.....	2 men from foundered scow.
Apr. 2	Fire Island.....	2 men from stranded launch.
3	Highland.....	5 men, crew of stranded schooner-barge Coleraine.
3	.....do.....	5 men, crew of stranded schooner-barge Manheim.
3	.....do.....	5 men, crew of stranded schooner-barge Tunnel Ridge.
3	Metomkin Inlet.....	4 men from stranded sloop.
3	Gull Shoal.....	Crew of wrecked schooner Loring C. Ballard.
4	Wachapreague.....	Fisherman, wet and in need of clothing.
5	Kill Devil Hills.....	Part of crew of wrecked schooner The Josephine.
6	Tillamook Bay.....	Man from capsized launch Arab.
6	South Haven.....	2 men from stranded motor boat Diamond.
11	Ocean City (6).....	Man from foundered sloop.
12	Narragansett Pier.....	Crew of wrecked schooner Kit Carson.
May 3	Harbor Beach.....	2 men from capsized skiff.
5	Oswego.....	Fireman from British steamer City of New York, burnt during a fire.
9	Old Chicago.....	Man who had fallen overboard.
13	Kenosha.....	Boy who had fallen into water.
16	Pecks Beach.....	4 men from disabled launch.
16	Point Allerton.....	3 men from capsized sailboat.
23	Lorain.....	Girl who had attempted to drown herself.
23	Racine.....	Man who had fallen off pier into water.
25	Ocean City (5).....	2 men from stranded launch Lucy M.
28	Sullivan's Island.....	4 men from stranded bateau.
June 1	Wachapreague.....	Fisherman who had fallen overboard.
2	Monmouth Beach.....	2 men, crew of stranded launch Zanth.
3	Cleveland.....	Man who had fallen off pier into water.
3	Racine.....	Do.
3	Cape Disappointment.....	2 men, crew of capsized launch.
6	Hammond.....	2 women, wet by storm when in launch.
16	.....do.....	Man from capsized launch.
28	City Point.....	4 men from capsized boat.

REPORT OF THE BOARD ON LIFE-SAVING
APPLIANCES

MEETING CONVENED NOVEMBER 5, 1914



REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

LETTER OF TRANSMITTAL

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., November 18, 1914.

SIR: I have the honor to transmit herewith the report of the proceedings of the Board on Life-Saving Appliances at its meeting in Boston, Mass., November 5 to 18, 1914, together with the papers referred to it for consideration.

Very respectfully,

O. H. TITTMANN,
*Superintendent United States Coast and Geodetic Survey,
President of the Board.*

Hon. S. I. KIMBALL,
*General Superintendent, United States Life-Saving Service,
Washington, D. C.*

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury by department letter of January 3, 1882, met at Boston, Mass., in the Federal Building, room 132, at 10 o'clock a. m., November 5, 1914, for the transaction of such business as should be properly brought before it.

Supt. H. M. Knowles, third life-saving district, having, upon his own request, been relieved from duty as a member of the board, Supt. Geo. W. Bowley, second life-saving district, was appointed a member of the board, vice Knowles, by department letter of October 26, 1914.

Present: Hon. O. H. Tittmann, superintendent United States Coast and Geodetic Survey, president; Col. D. A. Lyle, United States Army, retired; Supt. J. G. Kiah, eleventh life-saving district; Supt. S. H. Harding, first life-saving district; Supt. E. E. Chapman, tenth life-saving district, recorder; Capt. K. W. Perry, United States Revenue-Cutter Service, assistant inspector, fifth life-saving district; Supt. Geo. W. Bowley, second life-saving district.

Hon. S. I. Kimball, general superintendent of the Life-Saving Service, was also present.

II.—DOCKET.

CLASS I.—*Wreck ordinance.*

1. Improved breech-loading life-line gun (Francis G. Hall).
2. Improvement in line-throwing gun (C. H. McLellan).
3. Experiments to improve line-throwing guns (Standing Committee on Wreck Ordinance).
4. Line-throwing projectile (John Buckley).

CLASS II.—*Boats and miscellaneous appliances.*

1. Power lifeboat carriage (Andre Fourchy).
2. Surfboat carriage (Andre Fourchy).
3. Launching cradle (C. H. McLellan).
4. Launching ways (D. C. Reeves).
5. Laurent-Cherry capstan tackle for beach apparatus (C. H. McLellan).

6. Surf anchor (Loring W. Myers).
7. Patent anchor (I. C. Howell).
8. Universal special life preserver (Robinson-Rodgers Co.)
9. Universal Ilanasilk life preserver (Robinson-Rodgers Co.).
10. Neversink Norfolk jacket and waistcoat (American Life-Saving Garment Co.).
11. Neversink swimming belt (American Life-Saving Garment Co.).
12. Patent life jacket (Alexander Moore).
13. Life-saving garment attachments (Pasquale Catino).
14. Mikhailof inventions (Nikolai M. Mikhailof).
15. Adlake patrol lantern (Adams & Westlake Co.).
16. Armspear Best Yet steel guard lantern (Armspear Manufacturing Co.).
17. Patrol lanterns (Standing Committee on Lanterns).
18. Carbide patrol lantern (The Alexander Milburn Co.).
19. Nonex heat-resisting lantern globes (Corning Glass Works).
20. Improved beach apparatus cart (C. H. McLellan).
21. Alert watchman's portable clock (Hardinge Brothers, Inc.).
22. Chicago watchman's patrol clock (Chicago Watchman's Clock Works).
23. Draeger pulmotor (Draeger Oxygen Apparatus Co.).
24. Salvator reviving apparatus (H. N. Elmer).
25. First-aid oxygen outfit (H. N. Elmer).
26. Portable oxygen outfit (H. N. Elmer).
27. Lungmotor (Life-Saving Devices Co.).
28. Kenyon portable searchlight (The Kenyon Searchlight Co.).
29. Diver's rescuer (Draeger Oxygen Apparatus Co.).
30. Boxing-in wheels of boat wagons and beach apparatus carts.
31. Steel truck for Milburn portable searchlights (The Alexander Milburn Co.).
32. Acetylene lighting system (The Alexander Milburn Co.).
33. Wood preserving processes (American Wood Encysting Co.).

III.—COMMITTEES.

1. COMMITTEES APPOINTED.

CLASS I.—*Wreck ordnance.*

1. On Hall's improved breech-loading life-line gun: Col. D. A. Lyle, Supt. E. E. Chapman, Supt. Geo. W. Bowley.
2. On McLellan's improvement in line-throwing gun: The full board.
3. On experiments to improve line-throwing gun: Col. D. A. Lyle, Supt. E. E. Chapman, Supt. Geo. W. Bowley.
4. On Buckley's line-throwing projectile: Col. D. A. Lyle, Supt. E. E. Chapman, Supt. Geo. W. Bowley.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Fourchy's power lifeboat carriage: Supt. J. G. Kiah, Capt. K. W. Perry, Supt. Geo. W. Bowley.
2. On Fourchy's surfboat carriage: Supt. J. G. Kiah, Capt. K. W. Perry, Supt. Geo. W. Bowley.
3. On McLellan's launching cradle: Supt. J. G. Kiah, Capt. K. W. Perry, Supt. Geo. W. Bowley.
4. On Reeves's launching ways: Supt. Geo. W. Bowley, Supt. E. E. Chapman, Supt. J. G. Kiah.
5. On Laurent-Cherry capstan tackle: Supt. S. H. Harding, Supt. Geo. W. Bowley, Supt. E. E. Chapman.
6. On Myer's surf anchor: Col. D. A. Lyle, Supt. Geo. W. Bowley, Supt. S. H. Harding.
7. On Howell's patent anchor: Capt. K. W. Perry, Supt. S. H. Harding, Supt. E. E. Chapman.
8. On Universal special life preserver: Supt. E. E. Chapman, Supt. J. G. Kiah, Supt. S. H. Harding.
9. On Universal Ilanasilk life preserver: The full board.
10. On Neversink Norfolk jacket and waistcoat: The full board.
11. On Neversink swimming belt: Supt. E. E. Chapman, Col. D. A. Lyle, Supt. Geo. W. Bowley.
12. On Moore's patent life jacket: Supt. Geo. W. Bowley, Supt. E. E. Chapman, Supt. S. H. Harding.

13. On Catino's life-saving garment attachments: Capt. K. W. Perry, Supt. J. G. Kiah, Supt. E. E. Chapman.
14. On Mikhailof inventions: The full board.
15. On Adlake patrol lantern: The full board.
16. On Armspear Best Yet steel guard lantern: The full board.
17. On patrol lanterns (Standing Committee on Lanterns): Supt. J. G. Kiah, Supt. S. H. Harding, Supt. Geo. W. Bowley.
18. On Milburn carbide patrol lanterns: Supt. Geo. W. Bowley, Supt. E. E. Chapman, Supt. S. H. Harding.
19. On Nonex heat-resisting lantern globes: Supt. E. E. Chapman, Supt. Geo. W. Bowley, Col. D. A. Lyle.
20. On McLellan's improved beach apparatus cart: Supt. S. H. Harding, Capt. K. W. Perry, Supt. J. G. Kiah.
21. On Alert watchman's portable clock: Supt. Geo. W. Bowley, Supt. S. H. Harding, Supt. J. G. Kiah.
22. On Chicago watchman's patrol clock: Supt. J. G. Kiah, Col. D. A. Lyle, Supt. Geo. W. Bowley.
23. On Draeger pulmotor: The full board.
24. On Salvator reviving apparatus: The full board.
25. On first-aid oxygen outfit: The full board.
26. On portable oxygen generator and inhaler (H. N. Elmer): The full board.
27. On Lungmotor: The full board.
28. On Kenyon portable searchlight: The full board.
29. On Diver's rescuer (Draeger Oxygen Apparatus Co.): The full board.
30. On boxing-in wheels of boat wagons and beach apparatus carts: Capt. K. W. Perry, Supt. E. E. Chapman, Supt. Geo. W. Bowley.
31. On steel truck for Milburn portable searchlights: Supt. S. H. Harding, Supt. J. G. Kiah, Supt. Geo. W. Bowley.
32. On acetylene lighting system (The Alexander Milburn Co.): The full board.
33. On wood preserving processes (American Wood Encysting Co.): The full board.

2. COMMITTEES REPORTED.

CLASS I.—*Wreck ordnance.*

1. On Hall's improved breech-loading life-line gun.
2. On McLellan's improvement in line-throwing gun.
3. On experiments to improve line-throwing gun (Standing Committee on Wreck Ordnance).
4. On Buckley's line-throwing projectile.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Fourchy's power lifeboat carriage.
2. On Fourchy's surfboat carriage.
3. On McLellan's launching cradle.
4. On Reeves's launching ways.
5. On Laurent-Cherry capstan tackle.
6. On Myers's surf anchor.
7. On Howell's patent anchor.
8. On Universal special life preserver.
9. On Universal Ilanaailk life preserver.
10. On Neversink Norfolk jacket and waistcoat.
11. On Neversink swimming belt.
12. On Moore's patent life jacket.
13. On Catino's life-saving garment attachments.
14. On Mikhailof inventions.
15. On Adlake patrol lantern.
16. On Armspear Best Yet steel guard lantern.
17. On patrol lanterns (Standing Committee on Lanterns).
18. On Milburn carbide patrol lantern.
19. On Nonex heat-resisting lantern globes.
20. On McLellan's improved beach apparatus cart.
21. On Alert watchman's portable clock.
22. On Chicago watchman's patrol clock.
23. On Draeger pulmotor.
24. On Salvator reviving apparatus.

25. On first-aid oxygen outfit.
26. On portable oxygen generator and inhaler (H. N. Elmer).
27. On Lungmotor.
28. On Kenyon portable searchlight.
29. On Diver's rescuer (Dräger Oxygen Apparatus Co.).
30. On boxing-in wheels of boat wagons and beach apparatus carts.
31. On steel truck for Milburn portable searchlights.
32. On acetylene lighting system (The Alexander Milburn Co.).
33. On wood preserving processes (American Wood Encysting Co.).

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices and to set forth the merits claimed for them.

V.—TESTS.

1. Universal Hanasilk life preserver.
2. Neversink swimming belt.

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

1. HALL IMPROVED BREECH-LOADING LIFE-LINE GUN.

Results.—No gun, mounts, drawings, dimensions, nor line-handling apparatus were submitted for the information of the board. Under date of April 8, 1914, the inventor states that patents are applied for and "detailed description of the device is contained in the inclosed article." The "inclosed article" never reached the board, and hence it has no data upon which to base an opinion of its value for the Life-Saving Service. The absence of the "detailed description" was called to the attention of the inventor by the department under date of October 17, 1914. The materials are said to be cast iron, bronze, and steel. In letter of April 8, 1914, the inventor states that "it is impracticable to give dimensions of our apparatus at this time because of the destruction of some drawings by fire." Seven months have elapsed, and no drawings have been furnished yet. The approximate total weight of the apparatus is given as 500 pounds; approximate price, \$850 for one at a time. The claims are (1) that there is no danger of the charge becoming wet, (2) increased range, (3) can be fired accurately from position, (4) no error due to jump of gun in recoiling, (5) all the advantages of a modern breech-loading gun over the old "muzzle-loading type."

The inventor wanted the board to visit the United States revenue cutter *Acushnet*, at Woods Hole, Mass., and see his gun, etc., but lack of time prevented. This gun on the cutter was apparently designed to be used on shipboard and not on shore service. It is understood to fire a 20-pound projectile and carry a No. 3½ line and is mounted on a Y mount upon the gunwale.

Recommendation.—The board recommends that the subject be continued on the docket until more definite data be secured or a sample gun be submitted for test.

2. IMPROVEMENT IN LINE-THROWING GUN (C. H. M'LELLAN).

Results.—The improvement indicated is prefaced by the statements that "a lighter, stronger, and larger gun can be made of steel, using a projectile flying point first, and with a range much in excess of what is obtained with the present gun."

"Such a gun should have two grooves on opposite sides of the bore, say three-fourths inch wide by one-fourth inch deep running to the powder chamber of the bore, and the projectile fitted with two lugs on its rear end corresponding with these grooves. Over the muzzle of the gun should be fitted a cap having four lugs to hold it in position, this cap to have a hole corresponding with the bore of the gun, but a fraction larger."

"On the under lug should be an eye through which should be a ring about 12 inches in diameter made of soft one-eighth inch iron into which the shot line is fastened."

Action.—"Upon the discharge of the gun the lugs on the projectile will be caught by the cap to which the line is attached by the large ring, which latter ring will straighten out and take the shock of the charge from the shot line."

Claims.—"There will be no tumbling of the projectile; no possibility of the burning of the shot line, and the explosion of the charge will be against a flat surface instead of against a pointed end of the shot."

As preliminary to any change Capt. McLellan suggests that "a test can be made with an old Lyle gun by cutting the grooves, and remodeling a projectile and making the cap, which should not cost more than \$50."

Recommendation.—In view of the fact that the standing committee proposes a series of experiments with the object of getting an increase of range with the shot line, and that various projects for this object are being brought before the board from time to time which involve the picking up or engaging of a cap on the muzzle of the gun to which the shot line is attached, this project comes within the scope of the series of experiments above cited. In such cases the shot is fired and in passing out of the muzzle engages and carries out with it the attached shot line; provided the line be not broken. As the device in question requires that grooves be cut in the bore of the gun, it would be cheaper to use a condemned service gun with enlarged bore to make such preliminary experiments as require a bore with longitudinal grooves. The board, therefore, recommends that the general superintendent authorize Senior Capt. C. H. McLellan, United States Revenue-Cutter Service, retired, superintending construction of lifeboats, apparatus, etc., Life-Saving Service, to alter and prepare any available condemned service gun with enlarged bore and a projectile, caps, etc., as indicated in his letter of July 9, 1914, and submit same through the general superintendent for trial by the board.

3. EXPERIMENTS TO IMPROVE LINE-THROWING GUN (STANDING COMMITTEE ON WRECK ORDNANCE).

Results.—From time to time there is a clamor for an extension of the range of our shot lines and for the injection of improved apparatus into the service, but few definite or practicable plans or designs are brought forth for proper trial and test. These complaints emanate generally from those unfamiliar with the conditions to be met and the difficulties to be overcome. In addition to technical difficulties and limitations the department is hampered by lack of funds to conduct a systematic series of experiments, and your committee has not felt itself financially able to incur the extra personal expenses that would be involved in carrying them on. Half-baked ideas are advanced by persons with good intentions, but no familiarity with the necessary conditions to be observed or combated. The board has had several propositions before it from time to time that might be decided definitely by certain experiments to eliminate questions that recur again and again.

Probably the most economical method of doing this would be to procure a fieldpiece from the current manufacture of some factory and stop the construction at such point as necessary to modify it for our purposes. For certain experiments in simultaneous firings of lines there are three old Lyle guns at the Surfside station, Nantucket Island, which could be employed, viz, one 3-inch gun, No. 253, 1883, R. B.-W. P. F.; one 3½-inch gun, No. 343, 1883, R. B.-W. P. F., and one 3-inch gun (long) with "A" on top.

The modified fieldpiece could be made to cover the cases of those who have been advocating and demanding that initial velocities of 1,200 to 2,000 feet per second, and in certain cases higher velocities obtained in artillery service be used, while the board finds great difficulty in taking care of a few hundred feet velocity.

This gun could also be used to test different kinds of projectiles and the application of breech mechanism to service guns. The character of mount could be studied partially in connection with the gun.

The committee recommends that steps be taken to see what factory can furnish a modified fieldpiece for this purpose and the cost thereof.

Opinion.—The board is of the opinion that the action indicated above in regard to a modified field piece for experiment should be adopted by the department as soon as funds for the purpose are available.

Recommendation.—The board respectfully recommends that the general superintendent send such member or members of the Standing Committee on Wreck Ordnance, or such other person as he may designate to make the necessary inquiries concerning the modified fieldpiece and the cost thereof; also at the same time to visit the place of manufacture of the last lot of Lyle guns and ascertain if possible how to obviate the trouble reported in the preponderance of the latest manufacture of these guns.

4. BUCKLEY'S LINE-THROWING PROJECTILE (JOHN BUCKLEY).

Results.—This projectile is submitted by description and drawings. These are based on the use of a 4-inch gun, but it is stated that "the same principle, with relative alterations as to dimensions, is adaptable for any other size of bore, either 2½-inch or 3-inch." The object of the inventor is primarily to get increase of range, as appears from his remark that "I have made my drawings on the presumption of the value of a 4-inch gun, notwithstanding the increase in weight of this piece of ordnance (4-inch gun), believing that the mobility of a gun is of secondary importance in comparison with its range. It is with no desire to make light of this phase of the subject that I say this." The projectile is quite complicated in construction and would be expensive. The weight (4-inch shot) is "about 30 pounds." The inventor estimates the cost to make one of these projectiles as "anywhere from \$250 to \$500, while making a dozen of them would scarcely cost more than twice the cost of one, while a hundred or more could be made at the rate of one-tenth of what one could be made for." The inventor expects to attain a range of 1.4 miles with a 4-inch projectile with a line attached in a calm or with wind from the rear.

The weight of a 4-inch gun and carriage would greatly exceed that of any apparatus the service has anticipated using, owing to the difficulty of transportation over the rough roads, wood roads with deep ruts, rocky ground, sand hills, through woods and stumpy ground, inlets, marshy ground, etc., met at many places within the scope of the service. Since no projectile nor apparatus was submitted no trials could be made. The subject will be continued on the docket in order to afford the inventor an opportunity to test his design, if he so desires.

CLASS II.—Boats and miscellaneous appliances.

1. FOURCHY'S LIFEBOAT CARRIAGE.—2. FOURCHY'S SURFBOAT CARRIAGE.

Results.—These matters are brought over from the last meeting of the board as unfinished business. The recommendation of the board at that time was as follows:

"In view of the importance of this matter and its intricate nature, the board strongly recommends that the general superintendent convene the committee appointed to consider the subject to enable it to digest the material at hand and such other data as may be obtained, and to submit its findings and recommendations to the board in a definite report."

It is learned that other devices relating to the subject are being prepared for submission to the board, and for that reason the general superintendent has not authorized a meeting of the committee. In view of this fact the board now recommends that the general superintendent refer all these devices to the same committee for a comprehensive report at the next meeting of the board.

3. M'LELLAN'S LAUNCHING CRADLE.

This cradle is submitted with plans, specifications, and blue print, and is the same that was before the board at its last meeting and which was disposed of as follows:

"*Recommendation.*—In view of the importance of this matter and its intricate nature, the board strongly recommends that the general superintendent convene the committee appointed to consider the subject to enable it to digest the material at hand and such other data as may be obtained and to submit its findings and recommendations to the board in a definite report."

It is learned that other devices relating to this subject are being prepared for submission to the board in connection therewith, and for that reason the general superintendent has not called a meeting of the committee, awaiting the submission of the new material relating to same subject. In view of this fact the board now recommends that the general superintendent refer all these devices to the same committee for a comprehensive report to the board at its next meeting.

4. REEVES LAUNCHING WAYS.

Results.—This device is submitted by D. C. Reeves, New Haven, Conn., by letter addressed to the general superintendent of the Life-Saving Service under date of January 28, 1914. The letter is accompanied by pencil drawings of the device and explanation of same, but no specifications as to sizes (and in many cases the quality of the material) are furnished, nor is any estimate of cost given.

The inventor proposes to erect a trolley system, the inner end to be secured to a boathouse or sand anchor, the outer end to a concrete pier that is to be built off shore

outside the surf line, the boat to be hoisted up, run off on the trolley, and dropped outside the surf. A special device for dropping the boat is provided.

The board in its report in 1894 and 1910 has considered like devices, and reached the conclusion that they would contribute nothing toward the accomplishment of the actual work of the service, and that their introduction into the service is therefore unnecessary.

Opinion.—The board is of the opinion that the Reeves launching ways, under consideration, possesses no advantages over similar devices heretofore rejected.

5. LAURENT-CHERRY CAPSTAN TACKLE (C. H. M'LELLAN).

Results.—This device (patented) was brought to the attention of the general superintendent of the Life-Saving Service by Senior Capt. C. H. McLellan, United States Revenue-Cutter Service, retired, superintending construction of boats, apparatus, etc., Life-Saving Service, as in his opinion a most useful appliance to take the place of the beach tackle for setting up the hawser.

The device consists of double and single galvanized steel pulley blocks. The inner, or single block, carries a capstan attachment by which the manufacturers claim that one man pulls more than five men can with triple blocks.

Representatives of the firm of C. D. Durkee & Co., selling agents for the manufacturer, appeared before the board and explained its workings and mechanism, and expressed the opinion that it would be applicable to use in setting up the beach apparatus used in the Life-Saving Service.

The blocks are made in three sizes, Nos. 2, 4, and 6, carrying one-fourth, one-half, and five-eighths inch wire rope. Weight of blocks 3, 14, and 27 pounds; cost, \$5, \$10, and \$15.

Opinion.—The board is of the opinion that the device is not adapted for use in setting up the beach apparatus, but does possess merit for other station uses.

6. MYERS'S SURF ANCHOR (LORING W. MYERS).

Results.—This invention consists of a cylindrical tube or body closed at one end by a cap or collar of larger diameter. The other end has an enlarged head closed by a perforated threaded plug screwed in. This head has six dovetailed slots to receive the butt ends of the curved flukes or prongs. The flukes are simple steel pieces inserted in the longitudinal dovetailed slots in the head and held by screws or by an exterior wrapping. The flukes are bent to the desired form and the free ends sharpened to engage the bottom when projected into the sea. On the exterior of the tubular body is a sliding ring or clevis to which the life or hauling line is attached. The interior of the body is filled with oil. The flow of oil is regulated by a core or wick, loosely disposed, which is inserted in the tube or body, but is a little shorter than the body itself. The device is covered by patent and may be adapted to the caliber of the gun used.

The model submitted had a length of $23\frac{1}{2}$ inches; had 6 flukes, $7\frac{1}{4}$ inches long by $\frac{3}{4}$ inch wide and $\frac{1}{4}$ inch thick. The cylindrical body was $1\frac{1}{8}$ inch in diameter. No estimate of cost was given.

Action.—The sliding ring with line attached is run up to the end of the body which carries the prongs or barbless anchor hooks, the capped or lower end of the body is inserted in the gun over the charge, the perforated front plug is removed, together with the core covered with absorbent material or wick; oil is poured in the hollow shank, the core member replaced; but if gradual discharge of oil is intended the perforated threaded plug is screwed in the anchor end of the shank. The gun is fired, the anchor carrying the line is projected to the front, the anchor strikes the water in or beyond the surf and is supposed to grapple or hold on the bottom and the oil to exude, rise to the surface, and smooth the breaking waves.

The shore end of the line is designed to be used to haul out a boat through the surf or for "other objects."

It has been the experience of the board that the distribution of oil in shoal water where there is a motion of translation of the water has little or no appreciable effect. This anchor would have but slight holding power, as the smooth prongs have such limited surfaces of resistance to the heaving effect due to hauling on the line. The amount of oil is limited and would not be sufficient to produce any useful effect even under favorable conditions.

Opinion.—The board is of the opinion that this device would be of no advantage to the service.

7. HOWELL PATENT ANCHOR.

Results.—This device is a metallic anchor, and is submitted to the board by I. G. Howell by letter, description, and sample. The head sheet upon which the description is written indicates that, among other uses, the anchor may be employed in boats, but its adaptation to this use is not demonstrated. The device evidently is designed chiefly for use in connection with moorings for telegraph and telephone poles, house-moving gear, derricks, and other apparatus where strong supports are desirable.

The anchor consists of a shank with a ring or eye at the top and with two or more hinged flaps fitted upon the lower part. When the anchor is planted, these flaps, being hinged, spread automatically, thus presenting a flat surface in the earth in opposition to any strain put upon the anchor.

On land the anchor is to be planted in holes dug for the purpose, and in water the same object is to be accomplished by a jet.

Opinion.—The board is of the opinion that this device is not adapted to the uses of the Life-Saving Service.

8. UNIVERSAL SPECIAL LIFE PRESERVER (EDMONDS).

This device was before the board at its 1913 meeting, and a description of the same can be found in the board's report for that year.

The board recommended that the belt be sent to the superintendent of the tenth life-saving district for trial and report.

It appears from the report submitted by that officer that the device was withdrawn temporarily by its designer, who, later, submitted or substituted for trial by said officer an article differing materially from the original in form and construction.

The original device having been withdrawn, it is therefore dropped from the docket.

9. UNIVERSAL ILANASILK LIFE PRESERVER (ROBINSON-RODERS CO.).

Results.—This matter was submitted to the board by Lieut. S. P. Edmonds, United States Revenue Cutter Service, retired, manager life-saving equipment department of the Robinson-Rodgers Co., of Newark, N. J., by letter of November 10, 1914.

Name: Universal Ilanasilk life preserver; patented May 13, 1913.

Description: Front, back, body straps, neck straps, neck hole, side compartments, intermediate compartments. The device consists of two united parts, front and back, made of 10-ounce khaki duck, filled with Ilanasilk, manufactured exclusively by the Robinson-Rodgers Co. from prime java kapok.

The device is designed to permit its front and back to lie clear of the chin and neck while rowing and at work, and when in the water to hold the head out of water should the wearer become exhausted or injured.

Dimensions: Width, 15 inches; length of side compartment, 17 inches; length of middle front compartment, 12 inches; width of middle back compartment, 14 inches.

The weight of the Ilanasilk filling is 20 ounces; total weight of life preserver, 3 pounds.

Price: \$2.35 in lots of 100; \$2.50 in lots of less than 100, delivered at the storehouse of the service in New York City. The life preservers can be made promptly upon receipt of order.

On November 11, 1914, Mr. Edmonds came before the board and gave a practical demonstration of the method of determining the quality of kapok used by his firm, a method which he claimed will absolutely prevent the substitution of inferior or adulterated kapok as a filling for life preservers. The board, for the purpose of making tests of the life preserver, visited the Y. M. C. A. Building in Boston, Mass., and witnessed a test of the device in swimming, diving, etc.

Recommendation.—The board respectfully recommends that the general superintendent of the Life-Saving Service purchase as many of these life preservers as may, in his judgment, be advisable for trial; that they be distributed as he may deem proper; and that reports of the trials be submitted to the board for consideration at its next meeting.

10. NEVERSINK NORFOLK JACKET AND WAISTCOAT.

This matter was before the board at its 1913 meeting and is fully described in the report of the board's proceedings of that year.

Opinion.—From tests by and under the supervision of the board it is the opinion that the garments possess no advantages for the uses of the Life-Saving Service over the life belts now in use in the service, and the matter is therefore dropped from the docket.

11. NEVERSINK SWIMMING BELT (AMERICAN LIFE SAVING GARMENT CO.).

Results.—This belt is presented to the board by the American Life Saving Garment Co., of Boston, Mass., by their letter to the general superintendent of the service under date of August 24, 1914.

Description: (1) Neversink swimming belt; (2) covered by letters patent; (3) cloth lining, kapok interlining; (4) a cloth vest filled with kapok; (5) galatea or pocketing and prime Java kapok; (6) sizes, 22 to 50 inches chest measure—sizes 34 to 50 inches, having the buoyancy required by the board; (7) weight, $1\frac{1}{2}$ to $2\frac{1}{2}$ pounds; (8) price, \$4—in quantities a special price; (9) made like a vest; (10) to be used as a garment.

The company claims for their belt the following: (1) Simplicity—easy to put on; (2) allows entire freedom of limbs; (3) light of weight; (4) warmth; (5) not dependent on cork for buoyancy.

Recommendation.—The board recommends the belt be sent to such station for trial as the general superintendent may think advisable and that a report be submitted to the board at its next meeting.

12. MOORE'S PATENT LIFE JACKET.

Results.—This jacket, presented by Alexander Moore, which is covered by letters patent, is made of cork, covered with light canvas. The total weight is about 5 pounds and the cost 75 cents in England. Drawings and specifications accompanying the application, but no sample jacket is furnished.

Recommendation.—It is recommended that Mr. Moore be requested to submit a sample jacket to the board through the general superintendent of the Life-Saving Service for test. The matter will, therefore, be continued on the docket.

13. LIFE-SAVING GARMENT ATTACHMENT (PASQUALE CATINO).

Results.—These devices, two in number, are submitted to the board by Pasquale Catino, the inventor, by specifications of letters patent, blue print, and photographs.

The first device is designed as an attachment to be fitted to an inflated life-saving jacket, coat or ring buoy for the purpose of holding down the garments of the wearer while in water. The attachment consists of four cords which are attached at intervals to the lower part of the life-saving garment by means of rings and snap hooks, these cords converging to a common ring near the knee of the wearer. From this last ring a single cord leads downward and terminates in loops to be worn over the foot.

The second device is a valve designed for inflating a life-saving garment with air. This valve is fitted to the garment at a convenient point, and is opened and closed by slightly unscrewing and screwing up the mouthpiece, thereby releasing and fastening a movable plug within the interior cavity of the body of the valve.

The inventor claims that his invention is especially adapted to the use of women, because it prevents their skirts from interfering with their movements while in the water. No price is mentioned.

Opinion.—The board is of the opinion that these devices are not adapted to the use of the life-saving stations.

14. MIKHAILOF INVENTIONS (NIKOLAI M. MIKHAILOF).

Results.—These inventions were submitted by Mr. Mikhailof in a letter to the President of the United States, and reached the board through the usual official channels from the State Department. The inventor is a member of the Russian Imperial Society for Life-Saving.

The devices submitted are four in number and are represented by sketches and descriptions in the Russian language.

Descriptions.—(1) Mikhailof life-saving globes: These are made of thin sail cloth saturated with drying oil. The globes are one-half to three-fourths arshine in diameter and tightly stuffed with "kapka" (kapok?). A manila cord passes through each globe and is knotted at one end and forms a loop at the other end. Another manila cord connects the loops on the globes, making the distance between them $1\frac{1}{2}$ to $1\frac{3}{4}$ arshines. Two life lines, each 300 to 325 centimeters long, are attached to the middle point of the line joining the globes, and 50 centimeters from this latter line on each life line is fastened a shot line ending in a handle or toggle to be grasped by a person in the water. Similar toggle handles are placed 225 to 250 centimeters from the first set. Between these handles are floats, one on each line, made of same material as the globes and stuffed with "kapka." A buoy of sail cloth filled with "kapka" is attached to the extreme end of each life line. The globes, floats, buoys, and toggle

handles are painted red. The envelopes must be saturated with oil to protect the "kapka" from the action of the water and air. It is necessary to examine the apparatus every three or four months to see whether water or air has penetrated the "kapka."

(2) Mikhailof life-saving ring: This has the same form as our service buoy and is made of the same material as the globes above cited. It is circular, with manila cords stretched across the interior forming two diameters at right angles to each other. A small buoy or float is placed in the center of the ring. One of these diameters is prolonged on each side by life lines of the same lengths and similarly spaced with toggle handles, floats, and buoys as those described under the "globes" above. These parts are painted red. The ring, buoys, and floats are stuffed with "kapka." On the outside of the ring is painted "Throw to the drowning person" and "Mikhailof life-saving ring." It is claimed this ring will support two persons. The life lines are to aid the drowning person to reach the ring or life buoy, and by wrapping the line about him and fastening it to the "ring" he will have hands and feet free. "The whole apparatus, including the life lines, is much lighter than the ordinary big cork ring, while it is also much simpler and more buoyant." The same caution as to saturating the sail-cloth envelopes with oil and to protect the "kapka" from water and air and as to the necessity for inspection every three or four months is repeated for this device.

(3) Mikhailof life line: The object of this is to furnish aid with the least possible number of devices and to aid several persons at the same time. The line is essentially the same as the life lines described in (1) above, except it is longer, being 3,000 or 4,000 centimeters long, with six or seven toggle handles and loops to cling to and a large loop at one end to pass over the body to support it, leaving the hands free.

Method of using.—(1) Throw the line cork float first to the person in the water and fasten the other end on shore. The drowning person is supposed to seize the line, wrapping it around himself, try to secure the hand loop over the toggle, so as to free both hands; if he fails in this, he is to wrap the line around him and hold two of the hand loops together, changing hands for rest. He is dragged from the water by persons pulling on the shore end of the line.

(2) Using from boats which proceed near the victim and proceed as in (1) above cited.

(3) Where the swimmer goes to relief of the drowning man, he approaches as near as possible, throws the victim the line, keeping one end of the line himself by passing a loop over his head or shoulder; he swims up to drowning man, wraps line around him, and fastens him to a loop or toggle; then goes to next victim and does the same, etc., as long as his strength permits; then hastens to the shore or boat, and they are dragged from the water by the aid of the line. This line is stated to be in service along the whole coast of France.

(4) Application of electric light to life line: This is based on the system of pocket lanterns and batteries which can burn from 10 to 17 hours; that is, the maximum length of time it remains dark during the year. Before the apparatus is thrown into the water, the battery is turned on and the current illuminates and locates the position of the life line and buoys and directs attention to their position. When removed from the water, the current is turned off to preserve it for another occasion.

No samples are submitted of any of the devices.

The inventor places no prices upon his devices, nor does he give the cost of any of them. He states that though he is without means, he will not bargain with his inventions; but if the President approve of them, he begs the President to use them, "preserving the name 'Mikhailof life-saving devices.'" He also states that he would "feel greatly flattered to receive a distinctive sign (order) from your country"—(a decoration). He further states that, if the President finds his devices worthy of remuneration, the inventor will not "fix the amount thereof, but trust to the munificence of so rich a country as America and so just a man as you" (the President) to designate and remit to him such sum as deemed proper. If these devices are accepted, the inventor will send plans for a lifeboat.

It is proper to state that the board at a previous meeting had adopted ring buoys and a life line with floats for the same purpose as these devices were designed.

Opinion.—The board is of the opinion that these devices possess no advantages over apparatus already used in the service.

15. ADLAKE PATROL LANTERN (THE ADAMS & WESTLAKE CO.).

Results.—The lantern under consideration by the board is designated as the "No. 11 Adams steel-guard railroad lantern." This device was under consideration by the board at the meeting held in 1913, and is described in the report of the board for that meeting.

Mr. E. L. Langworthy, eastern manager for the Adams & Westlake Co., appeared before the board, and, among other features, invited attention to a locking device, called the "rigid bail lock," that, when adjusted, holds the lantern rigid, this being designed as an aid in making certain kinds of signals. A blowing test of 85 miles per hour was applied to the No. 11 lantern during a session of the board, and, though the flame flickered, it was not extinguished.

The prices of the No. 11 steel and wire guarded lanterns were quoted by the demonstrator as follows: Steel guarded, per dozen, \$7.75; wire guarded, per dozen, \$7.

The lanterns at the prices above specified are fitted with the Corning heat-resisting globes No. 39, the prices of which Mr. Langworthy quotes as follows: White globes, per dozen, \$1.50; ruby globes, per dozen, \$5.50; green globes, per dozen, \$3.50.

The lantern can be supplied in brass at higher cost.

Opinion.—The board is of the opinion that the No. 11 Adams steel-guard railroad lantern possesses sufficient merit to warrant its thorough test in actual service.

Recommendation.—The board recommends that this device be tested under the direction of the superintendent of the First Life-Saving District, a member of the Standing Committee on Patrol Lanterns, the results to be reported at the next meeting of the board, and that the general superintendent take the necessary action to accomplish this purpose.

16. ARMSPEAR BEST YET LANTERN (ARMSPEAR MANUFACTURING CO.).

Results.—This article was before the board during its session in 1913, was reported upon at that time, and continued on the docket to permit investigation and comparison with other lanterns in general use.

Recommendation.—The board recommends this lantern be forwarded to the chairman of the Standing Committee on Lanterns for trial and report, and that he be authorized to purchase sufficient safety lantern oil to properly test the same.

17. PATROL LANTERNS (STANDING COMMITTEE ON LANTERNS).

Results.—The Standing Committee on Lanterns made a progress report which is entered in the minutes of the meeting. The subject will be continued on the docket awaiting further action.

18. MILBURN CARBIDE PATROL LANTERN.

Results.—This lantern is submitted by The Alexander Milburn Co., Baltimore, Md., and is called the Milburn carbide patrol lantern. It is covered by United States patent rights. The description is as follows: Height, 14½ inches; diameter of base, 4½ inches; weight empty, 4½ pounds; weight charged, 8½ pounds; carbide charge, 8 ounces; burns 5 to 6 hours. The cost of these lanterns as quoted from a letter by The Alexander Milburn Co., under date of October 30, 1914, is: Singly, \$7; in dozen lots, \$6.50 each; in gross lots, \$6 each; in 5-gross lots and upwards, \$5.50 each.

This company claims that the lantern is substantially made and gives a brilliant flame, not readily extinguishable, for upwards of five hours without recharging. It is recharged at a cost of 1½ cents, has a mica chimney, and is 24 candlepower.

Recommendation.—It is recommended that The Alexander Milburn Co. be requested to send a lantern and a suitable supply of carbides, at their expense, to the superintendent of the First Life-Saving District, which officer is a member of the Standing Committee on Lanterns, for test and report.

19. NONEX GLASS HEAT-RESISTING LANTERN GLOBES (CORNING GLASS WORKS).

Results.—This globe was submitted to the board by Mr. R. H. Curtis, of the Corning Glass Works, Corning N. Y., through the medium of a letter addressed to the general superintendent under date of July 23, 1914. A blue print, together with a descriptive report of certain laboratory tests by the company to determine the comparative merits of their "heat-resisting glass" with the ordinary lantern globe were submitted. Price, \$1.50 per dozen, f. o. b., Corning, N. Y.

On November 13, 1914, the board witnessed a series of tests by Mr. Curtis of "Nonex" glass at the factory of Peter Gray & Sons, Cambridge, Mass., demonstrating (1) "thermal endurance of resistance to sudden changes of temperature, and (2) tests of mechanical strength or resistance to impact."

Opinion.—The board is of the opinion that this type of globe is adapted to the uses of the Life-Saving Service, is far superior to the globes now in use, and that greater efficiency at a reduced cost to the service will result.

Recommendation.—The board recommends that globes of this grade be furnished the Life-Saving Service and that all advertisements inviting proposals be under such specifications as the general superintendent may find necessary to insure weight, heating, chilling, and an endurance or impact strain equal to the sample exhibited to the board for examination and test.

20. M'LELLAN IMPROVED BEACH APPARATUS CART (C. H. M'LELLAN).

Results.—The papers in relation to this cart were before the board at its meeting in 1910, and it was then recommended that the general superintendent of the Life-Saving Service furnish one or more carts of this description to such stations as he may consider advisable, and that the board be informed of the results of such trials as shall be given to determine the efficiency of this type of cart.

In accordance with the recommendations several of the carts were constructed and sent to seven stations for trial. From the reports of the trials as made by the keepers and received by the board at its last meeting, it appears that the rear end of the cart will drag on rough ground, due to the lowering of the axles and the disposition of the shafts.

The board, in its report of 1913, recommended that the general superintendent refer the reports of the keepers, etc., to Senior Capt. C. H. McLellan, United States Revenue-Cutter Service, retired, superintending construction of lifeboats, apparatus, etc., Life-Saving Service, with request to report on modifications which would obviate the difficulties encountered in the cart as now designed.

In accordance with the recommendation referred to the general superintendent, under date of September 25, 1914, referred the matter to Capt. McLellan with quotations from the report made by the board at its last meeting, and requested a report from him on the modifications which would obviate the difficulties encountered.

In Capt. McLellan's reply to the general superintendent, dated October 26, 1914, he reports: The objections (in the unfavorable reports) have been overcome by making the shafts a part of the body, not separable, and moving the cross bar forward to hold-back iron. With this arrangement the shafts will not be raised as high as with the old plan, and six men will have hold of the shafts when hauling, which will steady the cart, etc. Also a rest for the crotch has been provided on both sides of the cart, as shown by the drawing submitted, which also shows a comparison of the lift of the shafts of the Jones cart and the one under discussion. The letter also states that a further modification can be made by increasing the diameter of the wheels, but that it would destroy the advantages of easy loading and the lifting of the gun.

Opinion.—The board is of the opinion that the general design of the cart submitted by Capt. McLellan possesses decided advantages over the carts now in general use in the service, but that it is slung too low for use on many of our beaches.

Recommendation.—The board recommends this cart to the favorable consideration of the general superintendent of the service, with the suggestion, however, that when a new supply is advertised for the specifications call for a cart with the body so slung as to give a clearance when the cart is at rest of approximately 6 inches more than as shown on the plan and sketch before the board, and that keepers to whom the cart is supplied be directed to furnish reports thereon after reasonable trial. The board further recommends to the general superintendent the consideration of the advisability of having the wheels of all carts hereafter built fitted with roller or ball bearings.

21. ALERT WATCHMAN'S PORTABLE CLOCK (HARDINGE BROS., INC.).

Results.—This patrol clock is submitted by Hardinge Bros. (Inc.), Chicago, Ill. This clock is covered by letters patent; weight, 2½ pounds; size, 5½ by 2½ inches; price, \$30 each; keys and safe, \$1 and \$2 each, according to style of safe; paper dials, per box of 375, \$2.50. A sample clock was submitted to the board by Mr. Hardinge, of the firm named, who explained the workings of the clock, etc.

Opinion.—The board is of the opinion that this clock is not so well adapted for the purposes of the Life-Saving Service as the clock already approved by this board and in use.

22. CHICAGO PORTABLE WATCHMAN'S CLOCK.

Results.—This clock is brought over from the last meeting of the board. The opinion of the board at that meeting reads:

"It is the opinion of the board that the clock should be further tested to determine if it is possible for watchmen to tamper with it. It is also deemed advisable to give the manufacturer an opportunity to substitute better keys."

This clock was first submitted to the board at its meeting in 1911. From the further tests made since the last meeting of the board it has been found that it is apparently well made in every particular, being sand proof and nearly dust proof, easily manipulated, and giving a plain impression on the dial when the indenting key is inserted and pressed against the dial. It is not easily tampered with, so far as the keepers who tested the clock could discover.

Opinion.—The board is of the opinion that this clock is not so well adapted for the purposes of the Life-Saving Service as the clock already approved by the board and now in use.

23. DRAEGER PULMOTOR (DRAEGER OXYGEN APPARATUS CO.).

Results.—At its last meeting (July, 1913) the board deferred action upon this subject "until the results obtained in actual use are available, especially in cases of the apparently drowned where no evidences of respiration exist at the time of attempted resuscitation." No satisfactory data were submitted relating to the special point of interest to the board, viz, the actual use and results "in cases of apparently drowned where no evidences of respiration exist at the time of attempted resuscitation." The company telegraphed that it would be impossible for a representative to be present at this meeting.

The board has received at the present meeting another device with the same object in view, and it deems it advisable to further defer action upon this subject until the tests and investigation of the new device are available for the information and guidance of the board.

24. SALVATOR REVIVING APPARATUS (H. N. ELMER).

Results.—Action upon the apparatus was deferred at the July, 1913, meeting of the board "until the results obtained in actual use are available, especially in cases of the apparently drowned where no evidences of respiration exist at the time of attempted resuscitation."

Another device has been submitted which will require trial and investigation. Actual concrete data are so fragmentary, inconclusive, and unsatisfactory in regard to the resuscitation of the apparently drowned and are so general in their terms that the board deems it advisable to further postpone action on this subject until the trials of the new device submitted can be made, its action investigated, and a report made thereon.

It is the intention to consider all the devices for this purpose at a later date.

25. FIRST-AID OXYGEN OUTFIT (H. N. ELMER).—26. PORTABLE OXYGEN GENERATOR AND INHALER (H. N. ELMER).

Results.—In view of the decision of the board in regard to the Draeger pulmotor, Salvator device, and lungmotor to defer action until the subject of the application of oxygen can be considered as a whole, the subject will be continued.

This action will apply also to the "Pulvita," "Vivox," and "Vivator," or allied devices for the same or similar purposes.

The literature referred to in the board's report upon the lungmotor is assumed to cover all the appliances before the board upon the use of oxygen in efforts for the resuscitation of the apparently drowned.

27. LUNG MOTOR (LIFE-SAVING DEVICES CO.).

Results.—This apparatus is submitted to the board for use in the resuscitation of the apparently drowned. It is fully described in the documents placed before the board and its use and action were explained and illustrated before the board by representatives of the company.

The board does not feel authorized to pass upon this device involving such important consequences without the advice and support of high medical authority. Therefore, the board recommends, if the company will furnish at its own expense, a complete outfit of the apparatus for test, that the general superintendent request the Surgeon General of the Public Health Service to have the device examined and tested in such manner as he may deem necessary and favor the Life-Saving Service with his opinion and report to guide the board in its further deliberations upon the subject. With this object in view it is respectfully suggested that the general superintendent place before the Surgeon General of the Public Health Service all the correspondence and documentary matter now before the board, in order that the Surgeon General may have full information upon the present status of the subject as it has been laid before the board.

28. KENTON PORTABLE SEARCHLIGHT.

Results.—The board at its meeting in July, 1913, recommended that the Kenyon Searchlight Co. be requested to send samples of these lights to the first and second life-saving districts for test by the keepers of designated stations for reports thereon. The company was notified of this action but failed to furnish samples for test. An effort was subsequently made to return the samples originally submitted to the board, and they were finally delivered to some one representing the company with the report that the Kenyon Searchlight Co. had gone out of business. Under the circumstances no further action can be taken, and the subject is therefore dropped from the docket.

29. DIVER'S RESCUER (DRAEGER OXYGEN APPARATUS CO.).

Results.—This subject is presented by letter addressed to the general superintendent of the Life-Saving Service under date of August 5, 1913, by the Draeger Oxygen Apparatus Co., Pittsburgh, Pa. The letter is accompanied by catalogue illustrating and describing the device. No sample device has been received. Under date of October 20, 1914, the Draeger Oxygen Apparatus Co. advised the General Superintendent of the Life-Saving Service that they would be present at this meeting of the board and demonstrate the "diver's rescuer." On November 4, 1914, the company advised the board by telegram that they would be unable to be present.

As no sample device has been received and no representative of the company has been present, the subject is dropped from the docket.

30. BOXING IN WHEELS OF WAGONS.

Results.—This subject is presented to the board by a letter from Mr. W. A. Morgan, of Greenville, Miss. Mr. Morgan states that he has had a number of years' experience in heavy hauling, and his letter evidently is intended as a kindly suggestion, inspired by a desire to lighten the labor of transporting boats and life-saving appliances along shore. An extract from his letter reads as follows:

"I have found that when the road is either mud or sand the draft is materially lessened by making the wagon tires not less than 6 inches and then boxing in the wheels so that they present a smooth surface from the edge of the tire to the hub."

Opinion.—The board is of the opinion that the tires of the wagons now in service use are so nearly the width designated by Mr. Morgan that the change in width suggested would not much affect the efficiency of the wagon, especially as the present width or service wheels is based upon long experience. The board is of further opinion that it might be profitable to test the boxing in of wheels.

Recommendation.—The board recommends that the boxing in of wheels be tested experimentally upon old beach carts or supply wagons at two or three stations, and that the general superintendent take such action as he may deem necessary to accomplish this end, the results of the tests to be reported to the board at its next meeting.

31. STEEL TRUCK FOR MILBURN LIGHT (THE ALEXANDER MILBURN CO.).

Results.—This device is manufactured by the Alexander Milburn Co., of Baltimore, Md., to be used in connection with the Milburn portable acetylene lights, which are now in use in the Life-Saving Service.

The advantages claimed by the manufacturers of the truck are that it allows the light to be moved rapidly from one point to another while fully charged and burning.

By letter of February 3, 1914, the company expressed the desire to submit one of the trucks for consideration as to its use in the Life-Saving Service.

In the general superintendent's letter of reply dated February 14, 1914, the company was informed that the device offered came within the province of the board on life-saving appliances connected with the service and that if it comply with the requirements of the rules and regulations of the board, so far as they are applicable to the device, the matter would be referred to the board for consideration at its next meeting.

The company having recognized that the device is not adapted for use in the Life-Saving Service, no sample was submitted. The subject, therefore, is dropped from the docket.

32. ACETYLENE LIGHTING SYSTEM (THE ALEXANDER MILBURN CO.).

Results.—This device is called the Milburn Acetylene Homegas Machine. It is covered by United States patent rights, and is submitted by the Alexander Milburn Co., of Baltimore, Md., with a view to its use for lighting life-saving stations. A

sample device was presented and its merits explained by Mr. A. F. Jenkins, of the firm named. The device or system exhibited has two generators and is said to furnish 32 lights of 24 candle power each.

Opinion.—The opinion of the board is that this device is worthy of trial.

Recommendation.—The board recommends that the general superintendent of the Life-Saving Service permit the Alexander Milburn Co. to install, at their own expense, a complete lighting system at such station as he shall designate for trial and report to the general superintendent.

33. WOOD PRESERVING PROCESSES, ETC. (R. A. MARR).

Results.—These processes have been evolved, "among other uses," for the preservation of wood against rotting "and the attacks of marine borers, etc." The wood encysting process may be used to advantage also in the treatment of boats and lines used in the Life-Saving Service." The inventor submits the process for "the treatment of woods used in service boats, launching ways, station buildings and accessories, etc." which it is claimed "will result in economy and increased efficiency."

The inventor states that the processes are no longer in the experimental stage, but are the result of about 20 years of study and experiment, and that tests of over 8 years show that woods of all kinds thus treated "do not check; are immune against all wood-rotting spores, and against the attacks of marine borers." The experiments against marine borers have only extended over about 5 years. It is claimed that lumber fresh from the stump can be treated, the sap and moisture expelled, the entire body of the wood impregnated with the solution carrying finely divided silica in suspension, encysting the wood cells, and the wood rendered nonabsorptive and impervious to water. The treatment does not change "the fibre, texture, nor color of the wood." The inventor claims that "tests indicate increased strength and resilience." The treated wood is odorless and surface contact soils neither hands nor fabric. It is claimed that the uses of the cheapest kinds of wood treated by these processes can be substituted for more expensive woods used in life-saving construction and thus result in economy and even efficiency.

Method of using: The plant consists of an open metal tank, with steam manifold within, or heat of any kind upon the outside, such as an open coal or wood fire. The fire risk is a minimum and the cost of an ordinary commercial plant is "about one-tenth of a creosote plant of similar capacity. The process costs per cubic foot less than creosote and is more efficient. The sap and moisture removed from the main ducts, and tracheid fibre and wood encysted with silica in suspension of a preservative insoluble in water and organic acids. The silica being so finely divided that 90 per cent passes 40,000 meshes per square inch." Treated samples were shown that were said to have been exposed to atmospheric conditions for 8 years with no apparent injurious effects. With samples that had been exposed to the attacks of the teredo simultaneously with untreated samples, the former showed no sign of attack, whereas the latter was honey-combed by the organisms.

The inventor appeared before the board and made a most lucid and scientific explanation of his processes, illustrating them by experiments conducted in the presence of the board.

These processes are proposed for the treatment of boats, oars, and all kinds of lumber entering into their construction and into the construction of boat wagons, apparatus carts, and life-saving stations, platforms, etc.; also for the treatment of hawsers, whip lines, and shot lines. "Balsa" wood treated by this process might be tried with a view to its use for life preservers and fenders to replace cork now in use.

Opinion.—The board is of the opinion that these processes are promising enough to justify their further consideration and trial.

Recommendation.—The board recommends: (1) That the general superintendent authorize the treatment of such number of samples of hawsers, whip lines and shot lines as he may deem proper, and have them tested in comparison with similar untreated samples of the same lines, the results to be reported to the board at its next meeting. (2) That the general superintendent cause the process to be brought to the attention of those who build boats for the service, with the view of having thus treated the materials which enter into such boat or boats as he sees fit. (3) That if practicable, in case contracts for boats are already awarded, a completed boat be so treated if possible and the results reported to the board at its next meeting. (4) That if practicable samples of "balsa" wood be treated and compared with cork for possible use in life preservers, fenders, etc.

VIII.—UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

1. Hall's improved breech-loading life-line gun.
2. McLellan's improvement in line-throwing gun.
3. Experiments to improve line-throwing gun (Standing Committee).
4. Buckley's line-throwing projectile.

CLASS II.—*Boats and miscellaneous appliances.*

1. Fourchy's power lifeboat carriage.
2. Fourchy's surfboat carriage.
3. McLellan's launching cradles.
4. Universal Hansasilk life preserver.
5. Neversink swimming belt.
6. Moore's patent life jacket.
7. Adlake patrol lantern.
8. Armspear Best Yet steel guard lantern.
9. Patrol lanterns (Standing Committee).
10. Carbide patrol lantern (The Alexander Milburn Co.).
11. Draeger pulmotor.
12. Salvator reviving apparatus (H. N. Elmer).
13. First-aid oxygen outfit (H. N. Elmer).
14. Portable oxygen outfit (H. N. Elmer).
15. Lungmotor (Life-Saving Devices Co.).
16. Boxing-in wheels of boat wagons and beach apparatus carts.
17. Wood preserving processes (American Wood Encysting Co.).

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